

DuQuoin mile
rained out, rescheduled

MCYCLE NEWS

WEST

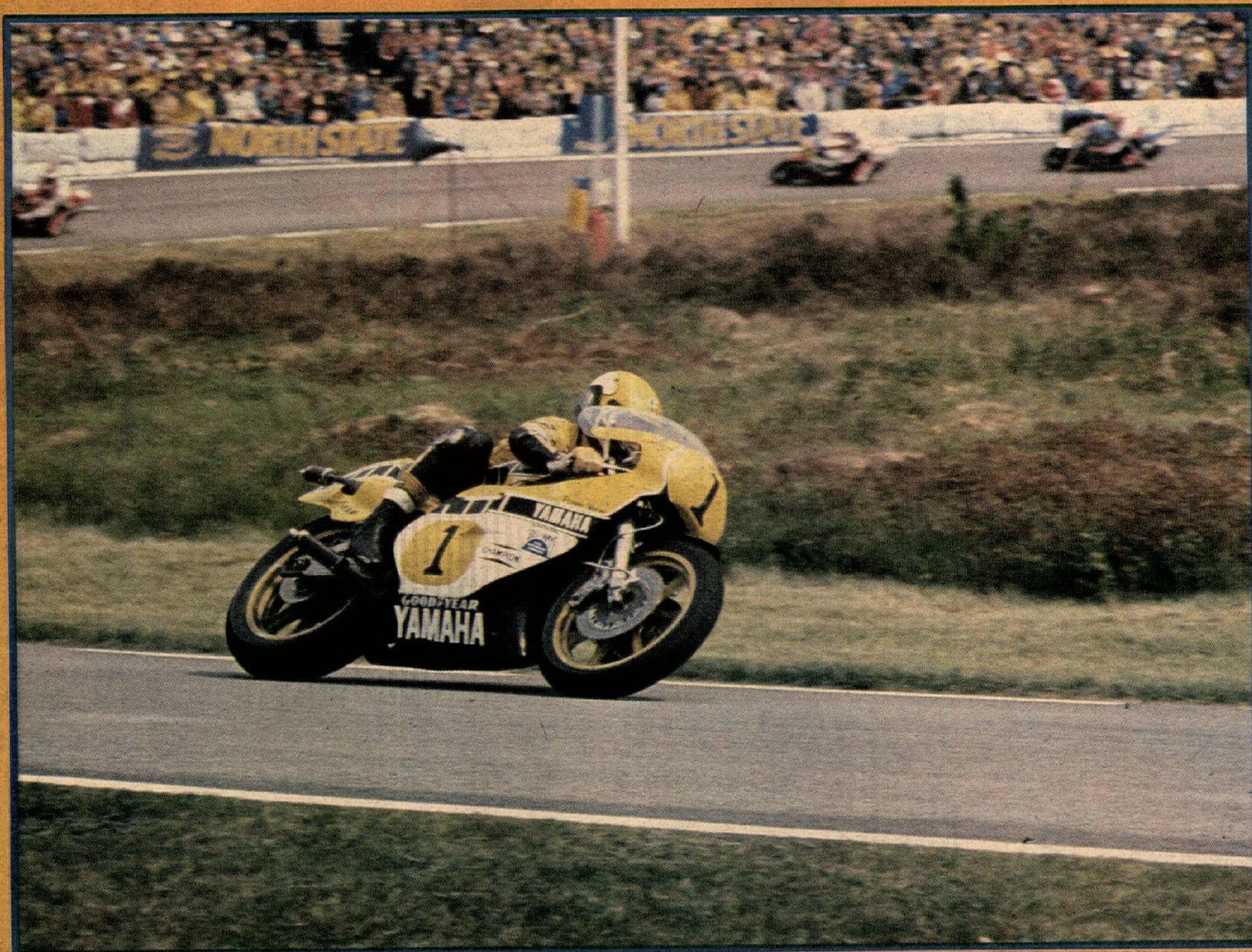
Volume XVII : Number 30 : August 6, 1980

85c

AUDIENCE WITH THE KING

KENNY ROBERTS TALKS ABOUT EUROPE AND LAGUNA SECA

**Privateer romps in Mid-Ohio's 125cc USGP MX mud bath!
Schreiber bounces back in Europe, O'Brochta and Carpenter
tops at IDBA drags, and much, much more!**



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Gary Wells issues \$20,000 wheelie challenge

"I, Gary Wells, the Motorcyclist Extraordinaire, do herein issue the following:

"I challenge anyone, anywhere in the world to a head-to-head wheelie competition. Anyone wishing to accept my challenge must agree to using the same equipment. The choice of equipment is yours, but if specially modified for balance, etc., you must make the same available to me. Do you understand Doug Domokos? I suggest using stock motorcycles so the public can view through ability not an equipment assisted stunt.

"My promoter Tom Baker and L.T.B. Productions International will pledge \$10,000.00. Said contender must pledge like sum (\$10,000.00). Winner will take all.

"Specific format and judging of competition will be mutually agreed upon.

Gary Wells
GARY WELLS

Thomas E. Baker
THOMAS E. BAKER

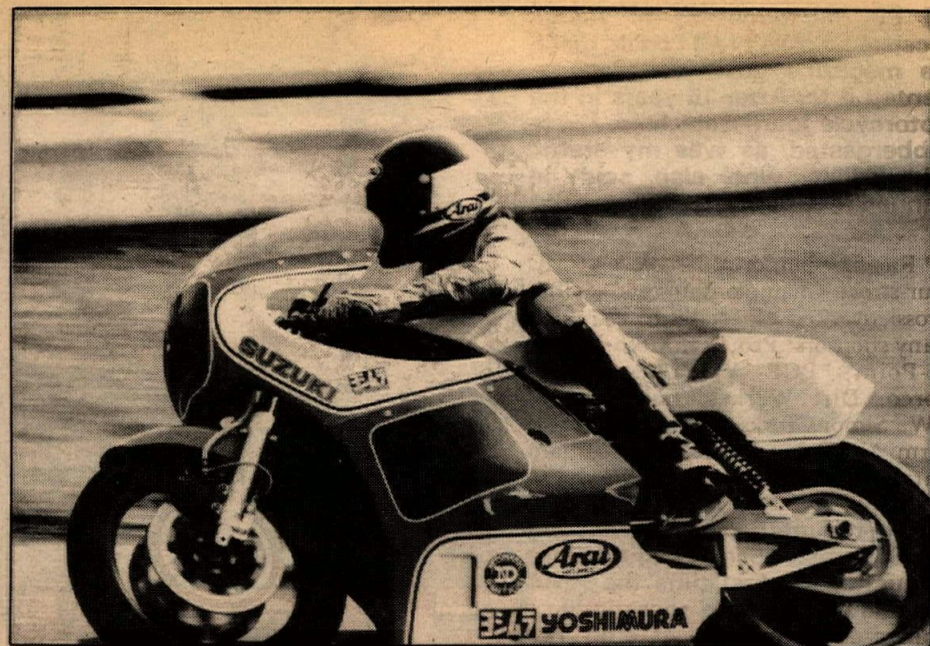
American Wes Cooley and New Zealander Graeme Crosby (Suz) teamed up to win the Suzuka (Japan) 8 Hour Endurance Race by 40 seconds over American Eddie Lawson and Australian Gregg Hansford (Kaw). Lost time in the Cooley/Crosby pits was negated by a crash involving Lawson. Cooley, teamed with Mike Baldwin, won the event in 1978. Problems beset the other Americans entered with Ron Pierce sustaining rib and back injuries in a practice crash while Gina Bovaird crashed and aggravated injuries to her left hand sustained in the Daytona 200. Freddie Spencer, teamed with Virginio Ferrari (Hon) after Pierce's crash, was out with ignition problems early in the running while the David Aldana/David Emde team (Kaw) had a crank break while running in the top five. Rich Schlachter and co-winner of last year's race Mike Cole were eliminated when Cole crashed and Lawson went down also. American Marty Lunde, now living in Britain, and English buddy Mike Trimby (Kaw) saw their chances of a top 10 placing end with a broken crank. *Cycle World's* John Ulrich, teamed with a Japanese rider after Bovaird's injury, went to the sidelines when his teammate crashed.

Wil Hartog (Suz) won the July 27 500cc World Championship Road Race round in Finland, but America's Kenny Roberts moved closer to his third World Championship by placing second. Roberts' closest contender, Suzuki's Randy Mamola, placed fourth behind Franco Uncini and now trails Roberts by 16 points, 67-51, with two rounds to go. Uncini lies third in the point

standings with 41. In 250cc action, West German Anton Mang (Kaw) clinched the World Championship by finishing second to Kork Ballington (Kaw). Ballington also placed fifth in the 500cc race.

Intermittent rain squalls left Mother Nature the big winner and some 15,000 fans losers at the July 27 Winston Pro Series DuQuoin Mile. The event has been rescheduled for August 10. Steady rain Saturday night left the track soggy. A decision by AMA officials and the promoter to let the track surface dry before working on it appeared to have been the right way to go and by 3 p.m. the track was ready to be checked out by the riders. However, minutes later a short squall put everything back to square one. Two more showers while the track was being worked on left no alternative, but to cancel the event.

Jay Springsteen's return to Winston Pro Series racing has been curtailed. Springsteen, following his doctor's orders, will not race again for at least 30 days according to Harley-Davidson's Dick O'Brien. "Jay has been grounded," said O'Brien. "Although he was alright at Ascot, Jay began to feel the effects of the heat afterwards and eventually got sick. He went to see his doctor Monday and on his recommendation will not race again until, at best, the Indy Miles (August 23-24). He'll undergo three weeks of intensive testing because there are apparently more complications than just the diabetes. The doctor is aggressively attacking this thing



Wes Cooley, shown in practice at Suzuka on the Yoshimura Suzuki, was co-winner of the July 27 Suzuka Eight Hour endurance race. Photo by Hiroshi Hayano.

and the best way to find out how Jay's system would react was to go racing. I don't expect anything substantial from Jay's doctor for at least two weeks. By then he should hopefully have something concrete to report."

Team Yamaha enduro and ISDT rider Rick Munyon ended his bachelor days by tying the knot with Christie Smith on July 19 in Capistrano Beach, California. Munyon claimed the 250cc title in the AMA National Championship Reliability Trials Series.

Hank Scott, the only rider to get a lap on the DuQuoin mile before rain washed out the July 27 Winston Pro Series event, felt the track would have been a record breaker. "It was fast and sticky," said Scott who was checking out the surface for the AMA. I can't believe how fast it was and I only got one lap on it."

"I haven't had a vacation during the summer in years and I took advantage of it," said Corky Keener while relaxing in the pits at DuQuoin. Keener was referring to the five weeks since the Charity Newsies Winston Pro Series event June 22. "I didn't go to the Ascot TT so I had five weeks to do nothing and that's exactly what I did — nothing."

Had the DuQuoin National gone off, Scott Pearson would have been aboard Jay Springsteen's bikes. Harley-Davidson's Dick O'Brien had noted earlier in the year that if Springsteen was unable to race they would be helping other riders on the miles. The bikes were offered initially to Steve Morehead who declined the ride and then to Garth Brow who also declined and then called back — too late — to say yes.

Apparently Jay Springsteen was much sicker than anyone thought after the July 19 Ascot TT National. "Jay lost 15 pounds between Saturday night after the event and when he saw his doctor Monday," said his mother. "He feels fine now. They are doing tests and will be for the next few weeks."

About a thousand entries are expected for the Aug. 1-3 Grand National Final of the AME/Honda American Minicycle Championship Series at Lake Whitney Park in Texas. The highlight of the competition will be a special CR80 Challenge, pitting top minicycle pilots from across the country in a race on stock Honda minis. In addition, nearly half of the Series

awards and prizes will be on the line.

Vera's Leathers didn't burn up! It was a close call, though, as a big fire next door on June 15 nearly cleaned them out. But all their equipment and materials were saved and now Vera is taking orders and fitting appointments in two temporary locations. Call Bonnie at 714/685-5575 in Riverside or Diane at 213/335-8219 in Glendora for more info, and watch for a grand opening soon.

American Suzuki will be giving away three bikes at the Labor Day Mini Grand Prix portion of the American Off-Road Festival at Indian Dunes August 30-31. In addition to the bikes (a 100cc, a 80cc and a 60cc minicycle), leathers and other prizes will be awarded.

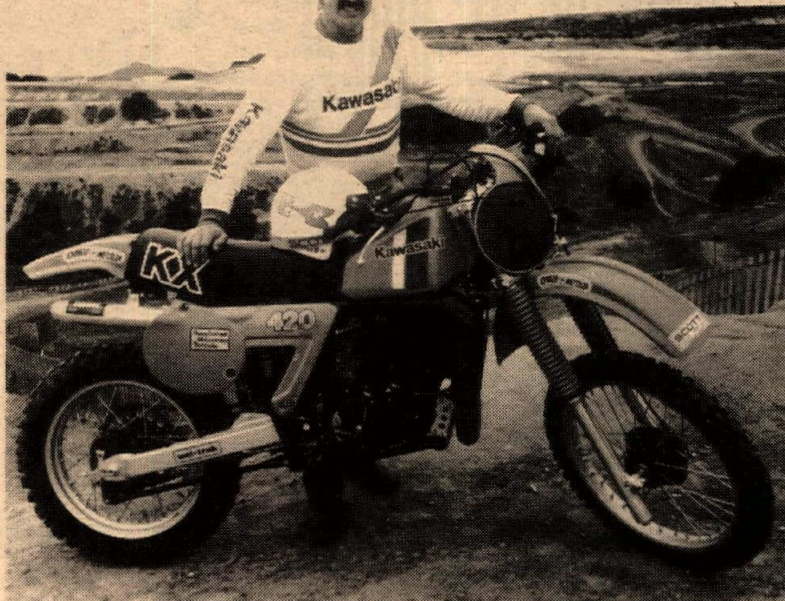
If you were spectating at last week's AMA/Winston Pro Series TT at Ascot, and you thought something traditional was missing, something was. Starter "Bouncing Bob" Malley wasn't bouncing. AMA Commissioner of Professional Racing Mike DiPrete sent Malley a letter asking him to refrain from the cartwheels, etc., that he usually performs during the course of a race. At the riders' meeting Malley asked the riders for support via letters to DiPrete. "It's no fun if I'm not Bouncing Bob," he said.

Bill Olsen (20 points), Dave Perry (17), Tom Makowski (15), Craig Robertson (14) and Mike Crider (14) comprise the top five after four rounds of the Saddleback/La Habra Yamaha Amateur Point Series. 1981 rides with Team La Habra Yamaha are the top prizes of the 12-race series being conducted at Saddleback Park.

The Motorcycle Industry Council is claiming victory in convincing the Bureau of Lang Management to amend its ORV regulations by easing licensing and supervision requirements for ORV operators. The original regulations would have required users to possess a driver's license or learner's permit, or to be under the direct supervision of someone 18 or older. In the revised version, ORVs need have a license only where it's mandatory under state or federal law.

Dale Boller, who headed up the editorial side of *Motorcyclist* magazine for three years, is no longer there. "I was asked (Friday, July

LEARN TO WIN at a RUSS DARNELL MX CAMP



Russ Darnell and his instructors use Kawasaki Uni-Trak motocrossers exclusively. Darnell says the Uni-Trak provides the power and reliability he needs to demonstrate winning motocross techniques.



Controlled jumping, starting and passing skills are all part of the Russ Darnell Motocross School course of instruction for winning motocross races.



Personal instruction is provided at the Russ Darnell Motocross School so each student can develop his motocross racing abilities at his own pace.

18) by the publisher to resign because he didn't feel I could make the magazine grow the way he wanted it to. After 16 years in the motorcycle journalism field, I was flabbergasted, as was my staff," said Boller, who also said he planned to take a lengthy vacation.

BP Racing, sponsor of last week's CMC Four-stroke Championships winner Bill Grossi, wanted especially to thank its many sponsors: Pro Tec, Moto-X Fox, Hi-Point, PCP Yamaha, Bosch, Torco, Dirt Werkes, Euro Cycles, S.W. Simons forks, Porter Aviation/Farm Air Flying Service and William Harrison Construction Co. Whew!

A bike-mounted camera will film the Superbike race at Laguna Seca August 2, the first time the AMA has allowed such an operation in a points-paying event. Doing the racing/filming chores will be David Emde on the Cycle Tune Suzuki GS1000S. Peter Starr will oversee the cinematic portion of the program, a part of a future film for U.S. Suzuki.

Motorcycle enthusiasts contributed a whopping \$35,500 to the Muscular Dystrophy Association during AMF/Harley-Davidson's "Artistry in Iron" show at the Los Angeles Sports Arena July 12 and 13, according to MDA regional coordinator Jo Claire. "Frankly we were overwhelmed at the support and concern from the biker community. They came to the show and donated generously to the fight against MD. And we're grateful for that," she said.

More than 1300 mail entries have already been received for the NMA Grand National Championship in Ponca City, OK. Entertainment Sports Program Network, a national cable outlet to six million homes, will televise 90 minutes live August 10. Starting August 7 at the Poncan Theater, the finished version of *On Any Sunday II* will be shown for five days. It will not be released nationally until the first weekend in September. Yamaha's three-time 125cc National Champion Broc Glover will lead the parade on Grand Ave. the evening of the seventh.

Kathy Steinberger's entry in the *Cycle News* drawing for a trip to a Supercross race netted her and her husband Richard one each round trip from their Dorchester, MA home to Philadelphia to watch the August 9-10 Supercross Series races in the City of Brotherly Love. Congratulations, Kathy and Richard!

If you've been looking for, or trying to get in touch with, Terry Dorsch, you might want to know that he's no longer with Champion Racing Specialties. Dorsch, who sold his share to partner Mike Konle, can be reached by calling 213/851-0202.

August air dates for Western U.S. showings of Suzuki's TV program, *Motocross at the Pontiac Silverdome*: Albuquerque, 8/17, KOAT; Dallas/Ft. Worth, 8/2, WFAA; Medford, OR, 8/3, KOBI; Oklahoma City, 8/3, KTVY; Portland, 8/31, KGW; Sacramento, 8/3, KOVR; San Antonio, 8/17, KSAT; San Diego, 8/10, KCST (Sort of preview for San Diego's Oct. 26 Supercross round); Spokane, 8/3, KXLY; and Tucson, 8/3, KOLD. Check local listing for air times.

The FIM has turned down a request by the promoters of the Austrian GP road race that the snowed-out event be rescheduled.

Summer camp usually consists of mosquitos, bland food, strange team games and grouchy counselors. Not the Russ Darnell Motocross School Camps. They're 2-day and 5-day training camps that take you and your motorcycle through a hands-on learning session on how to be a safer, faster motocross racer. Instructor Russ Darnell and his assistants will demonstrate every technique in MX racing on their Kawasaki KX Uni-Trak motocrossers. They'll keep teaching until you get it right.

You'll learn how to jump, start, ride berms, pass slower riders, brake and win. You'll get individual instruction, lots of information and a guide on how to continue to sharpen your skills long after school is out.

Attend summer camp this year. A Russ Darnell MX camp. Take yourself from a semi-fast racer to a very-fast racer. It's only \$25.00 a day and we promise no canoes, egg-tosses or camp food!

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finisher Jimmy Meenan."



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ON THE FRONT PAGE: Kenny Roberts, whose runner-up finish in Finland increased his points lead, comes back to Laguna Seca a marked man with everyone gunning for him. An interview starts on page 20. Photo by John Hipkiss.

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VOICES

J.Q. Doe, Texas knee scratcher

I read a letter recently in *Cycle News* by Mr. Mark Hoag which prompted me to write this letter in the hopes that you might print it.

While not addressing Mr. Hoag (as I completely agree with his statements), I should like to bring forth some of my opinions on some recent political developments involving the Central Road Racing Club and the Western/Eastern Roadracers Association. While I am a member of the CRRC, I wish it to be known that what I am about to write are my own opinions as an average J.Q. Doe, knee scratcher (I usually scratch it when I fall down) and am in no way speaking for either the CRRC or WERA.

As all Texas pavement freaks know, there has recently been a split in affiliation between the WERA and the CRRC. Most of the argument on the surface revolves around CRRC monies paid the WERA for services not rendered. Underlying this argument are the real causes of discontent.

First, I shall criticize WERA as to the faults that I see in its organization. I believe Peter Frank to be sincere in his efforts to improve road racing, but he has misjudged the needs of the Texas road racers and as such has alienated its vast majority. While Peter Frank is trying to mold WERA into a "semi-pro" organization by offering cash at certain races, the needs of the Texas racers are for the most part to have fun and spend as little as possible in doing so. We here in Texas race not for money, but purely as amateurs for the thrills and comradeship that only club racing can offer. We race in freezing rain or 110° heat for trophies so insignificant as to be objects of ridicule in bench races with local motocrashers. Those of us with professional aspirations won't waste our time with "semi-pro" racing as we will race the Winston Pro Series and get a tax write-off while at the same time seeing America's best go faster in person, face to face. Why drive to Pocono, PA, to see Peter Frank and Ray Hill (nothing derogatory intended) when we can go to Pocono with partial government reimbursement and get to see "Fast"

Freddie, Ron Pierce, Gene Romero, Eddie Lawson, etc?

This brings up another point. Texas is a long way from most WERA races. Any "national championship" series will be biased toward Easterners with lots of money and time to make all the big high points nationals. Personally, with my budget, I can hardly afford to make all the CRRC races. Henderson is 250 miles away and I wouldn't go there if I didn't love the track (Oak Hill Raceway) so much. Anyway, what is a "national championship" with the west coast (where most of the nation's best throttle twisters reside) excluded? Who does Peter Frank think he's kidding?

As to big money races organized by WERA, I still haven't figured out how they (the PRA and WERA) pulled off the 1978 National Final at Texas World Speedway. There was virtually no spectator contingent at the race despite Mr. Franks' tactic of a live band Saturday night and plenty of names in the Formula One like Skip Aksland, Dave Aldana, then little-known AMA Novice "Fast" Freddie Spencer and Mike Baldwin. The Professional Riders Association, a then American organization, promoted the festivities with a small ad in the *Bryan Daily Eagle* and a one week ad in *Cycle News*. They must have really gotten reamed as I haven't heard of them since. At least the advertised \$50,000 was paid.

In yet another WERA fiasco, the 30 Hours of Rockingham, the \$12,500 purse was cancelled due to rain causing a zero spectator turnout. A friend of mine got a few busted ribs in that one when he centerpunched a 60 mph Vespa with a 130 mph GS1000 in the fog at night tapped out on the straight. Vespa endurance racers in a professional race? Greg would laugh, but laughing hurts with five busted ribs.

On the good side, Peter Frank and WERA have definitely bettered the sport of road racing in the last five years by their existence. They offer road racing to some areas of the country that would not have it otherwise. They do offer a good championship money series to the Production and Superbike riders who don't like or

find it difficult to ride a TZ250 in AMA Novice competition. There are those riders who are killers on large machinery (i.e. Superbikes) and feel as comfortable as a preacher in a cat house on a 250. I'm the exact opposite, but I do understand the problem. I'm glad the AMA doesn't limit Novices to Superbikes because it would take years for me to learn to ride one of the damn things. Therefore, apart from most Texans I have no hatred for Peter Frank or WERA. I have met Peter and consider him a friend and wish him well. I don't agree with some of the things he does, but I think on the whole he and WERA are good for road racing.

While I wish no ill feelings on anyone in road racing, I will not ride WERA races in Texas for three reasons. First I feel there is only room in Texas for one road racing organization. Since the CRRC better meets the needs of Texas road racers, I choose to race CRRC. Second, most of my good friends in racing ride in the CRRC only. Third, I just plain can't afford to race any more than what my CRRC and occasional AMA schedule allow. I race on a working man's budget. It ain't cheap maintaining a house, truck, three race bikes and a street bike; on my salary it's especially hard.

Thank you for your attention. I hope this letter explains at least my view as J.Q. Doe, knee scratcher from Texas, on this subject to your readership.

JACK GIESECKE
Brazoria, TX

Not a free ride

I broke my collarbone in the first race at the CMC Four-Stroke Championships July 20. I wish to thank the two riders who got my bike off the track and loaded onto my pickup. It is those kinds of people, their friends and families who support our sport and form an instant comradeship that makes dirt riding so much real honest fun.

It is also to those kinds of people — my friends — that I issue this information. A trip to the Emergency Room in an ambulance will cost you a minimum of \$100. That's for the ride — not the emergency treatment! My bill from Safety Concepts Co., Inc. showed up today (July 23) and reads:

7-20 Transported from Carlsbad Raceway to Tri City Hospital.

Base fee	\$70.00
11 miles @ 3.50	38.50
Equipment	15.00
Balance due	\$123.50

And then in large type at the bottom stated I was subject to a 7% finance charge if not paid in full in 30 days.

Their service (which no doubt on some occasions saves lives) consisted of letting me sit in the back, hold my arm against my shoulder and take a nice slow 11 mile ride to the hospital for \$123.50. God only knows what it would cost if they *did* anything!

After inquiring about the charges, I was told by Terry Smith of Safety Concepts (very politely) that the cost was in line with the rest of the industry. I have no reason to doubt him.

I personally think that is way too much — but at least *now* I know what to expect... and so do you.

FRITZ TOMASELLO
Mission Viejo, CA

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HONDA 500 WINS ASCOT TT. WE KIDD YOU NOT.

Mike Kidd's Honda first 500 single to take Ascot since 1963.

It isn't every day that a 500cc single takes on the big 750 twins and wins. At Ascot it hasn't happened since Dick Mann did it on a Matchless 17 years ago.

But that's what U.S. Army/Dallas-Ft. Worth Honda sponsored Mike Kidd did as he took the Winston Pro-National on his Honda XR500 powered TT machine.

And hot on Mike's tail was Team Honda's Mickey Fay who charged from a 16th position start to grab second on his XR500. Team Honda's Jeff Haney finished a strong sixth on a racer powered by, you guessed it, an XR500.

And just so the 500's wouldn't grab all the glory, Texan Bill Hendron won the Friday night novice half miler on a Team Honda CR250R powered dirt tracker.

All of which goes to show you what happens in racing when Honda gets serious.

HONDA
FOLLOW THE LEADER.





Rich Coon splashes into the first moto lead. Behind him is Broc Glover, Tommy Benolkin (22), Mark Barnett (21), winner John O'Mara (20), Ron Sun (24) and Tetsu

125cc World Championship MX Series: Round 11

O'Mara prevails in mud

By Tom Mueller

Photos by Raymond M. McCoy and Mueller

LEXINGTON, OH, JULY 27

Team Mugen's Johnny O'Mara made his privateer's dream come true by holding on when many others couldn't to win the storm burdened fifth running of the Valvoline 125cc United

States Grand Prix held at Mid-Ohio Motocross Park, promoted this year by Mark Cockley.

The Europeans who attended the event could have stayed home. With the exception of Italian Dario Nani and Japan's Tetsumi Mitsuyasu, none of the top ranked contenders for the title changed their position on the points ladder. Most found themselves in the DNF column or out of the top 10 — and out of the points.

Three-time 125cc World Champion Gaston Rahier kept the moto one re-

sults unofficial at this time due to his protest. Rahier believed he was eighth in the moto instead of out of the top 10. His initial protest at the track was turned down by the FIM jury present there, but Rahier appealed to the AMA. The AMA will review the protest and either accept or reject it as soon as possible. If the AMA rejects it, the protest will go to the FIM, where it could be held until October when the fall congress of the body convenes.

The Canadian round of the series scheduled to run August 3 has been canceled due to withdrawal of the

major sponsor, so it will all come down to the fast and hilly course in Spain on August 17 when the final round will be run, when Suzuki's reigning champ and current points leader Harry Everts of Belgium will try to stay the charges of teammate Eric Geboers, Michele Ricaldi, Marc Velkeneers and Tetsumi Mitsuyasu. All five still have a mathematical shot at the title.

Spectator attendance was down from other years, and American riders seemed, for the most part, apathetic towards the race. Team Suzuki's Brian Myerscough didn't show due to sore kidneys and was saving himself for the final 125cc National MX rounds. Myerscough had taken fourth at last year's USGP.

Team Yamaha's Donnie Cantaloupi wasn't there either. "There's no reason for him to ride," said current 125cc National Champion and last year's USGP runner-up rider Broc Glover. "There's really no reason for me to ride, either. Yamaha didn't really

want me to ride here. There's only two National rounds left."

Mark Barnett, the crowd favorite and last year's winner, couldn't put it together this time. After a second in moto one behind O'Mara, Barnett found himself heading for the pits only a few laps into the second moto with an airbox full of water.

The surprise rides of the day came in moto one from rookie entrants Tom Benolkin and Denny Bentley. The pair ran 3-4 in the moto one muck. Benolkin was taking his debut ride on a Team Honda water-cooled Pro-Link suspended bike, and will be taking on the final 125cc National rounds with mechanic Bill Buchka. Bentley is the newly signed Suzuki teamster out of Michigan. Both riders inked DNF's on the scorer's sheet the second time out.

And then there was Team Honda's Ron Sun and Rich Coon. Sun was out of the gate like a bullet both times out and showed that Oregon mud riding experience pays off, but water worked



Mitsuyasu (5). Extremely muddy conditions forced many riders to DNF as a result.

-laden Mid-Ohio USGP

its way into the motor in moto one to stop Sun cold. Sun was uncontested in moto two. Coon was DNF in moto one, but blasted his way to runner-up in moto one.

Water-cooling was the order of the day for most of the world points contenders. Both Rahier and Geboers brought conventionally suspended twin shock bikes and Suzuki's new Floaters, and both opted for the Floater when it was time to go to the gate.

Kawasaki's Jeff Ward was timed in as the fastest rider with a 3:11.971 lap followed by Broc Glover at 3:12.890. Complaints were ringing during practice and time trials concerning the almost constant watering of the track the night before which left things soupy. But soon after time trials the skies opened up and the riders could have saved their breath — the track slowly turned into a quagmire.

Twenty-nine bikes lay waiting for the gate to drop at the start of moto one. Sun and Coon helped bolster the

fact that Honda had superior motors at the event by running to the front and into the downhill first. Then one of the riders who could have had a shot at the win was out of it. Broc Glover sat at the side of the track with a stuck throttle before he had completed a lap.

Ward soon plugged into the fight and took second. Barnett and O'Mara were staying close, ringing the power out of the small bore bikes, trying to hold a straight line when there wasn't any. Sun was soon approached by Barnett as the fans roared their approval.

A few laps into the moto it was over for Sun. Just before an uphill he sat on his bike in a deep rut with a motor that inhaled too much water. Barnett took over with Benolkin, Marc Velkeneers, who is fourth in points, and Rinaldi behind.

Then came O'Mara. He plugged into second and dialed his Mugen's sights on Barnett. The two ran out front, and a long ways back Benolkin

tried to hold a pace with a now steaming Bentley behind.

Barnett got the two lap sign, and Ward pulled off at the line, his motor's crank destroyed by water. He called it quits for the day, deciding to save the one motor he has left for the remaining Nationals. O'Mara let it all hang out and finally saw the line past Barnett and used it for the win. Benolkin, Bentley, Dario Nani and Michele Rinaldi of Italy followed.

"Barnett sort of went outside over a berm and I got inside and pushed him over. My throttle grip was coming loose, but it didn't really bother me," said O'Mara as he scrubbed down in the pits.

"I didn't slow towards the end, the engine did," said Barnett. I guess I had mud packed all over the radiator. My eyes feel like they're scratched up." Barnett could barely open his red and swollen eyes from riding without goggles.

"No problems!" said a jubilant Benolkin. If Bill (Buckha) wouldn't have done a few tricks I wouldn't have made it. I'm sure he learned that in Europe."

"My bike seized in practice, and then I crashed in lap one. Look at the bars!" said Bentley, the fast new face on the National and now world scene.

LOP's David Taylor, test riding an Italian made Cagiva, went down at the start of moto two. Benolkin ended up knee deep in a rut and lost a good start to most of the pack. Sun, Glover, Mitsuyasu and Velkeneers led the charge. Everts and Geboers were way back, putting in another lackluster performance. Rahier was also back, completely covered in mud.

O'Mara again took second with a good amount of ground between himself and Glover by mid-moto. Sun was picking a careful trail and holding the lead, which he would not relinquish. Coon and Bentley fought for fourth.

The attrition rate became high. Barnett pulled out with a bogging engine.



(Clockwise from top left) Johnny O streaks toward his first major win. Eric Geboers. Ron Sun. Support winner Mike Guerra.

Then Bentley went down and couldn't get his kickstarter free. Nani called it quits. Then Benolkin was out in the mechanics' area with painfully mud-packed eyes. Geboers retired. Everts went out. Finally Rahier pulled off. A World Championship round — and Everts, Geboers and Rahier were sitting on the hillside watching it!

Then O'Mara fell while looking at his mechanic's pit board, and Coon got by a half lap later. The two jockeyed for positions but Coon won out. A third overall was good enough for O'Mara, though, and after he took the checkered he rode back to the pits waving an American flag.

"The last couple of laps I could hardly make it up the hills," said O'Mara. "I have to thank Ohlins, Dunlop Tsubaki, Showa, Bosch, Electro, Scott and Bill Walters — without them I just couldn't ride." O'Mara still undergoes therapy for a crushed vertebra and muscle spasms he incurred

from crashing his van a few months ago.

"I was making pit stops for goggles. I just took it real easy — I didn't want to make any of those stupid mistakes," said Sun.

"One time I got O'Mara, but I only had him for one straight. Then I went wide and he got me again, but I got him back," said Coon. "At least I'll get a bonus check this week!"

"I ride mud. If I not have bike problems I would have done well today. I took in water," said Velkeneers.

"I have engine trouble. In the first moto I crashed three times, but I don't believe anyone who finished didn't crash. This was not a race, it was a luck game. I will win in Spain," said Geboers.

Everts was rather reclusive after the event, as he sat and nursed his barely openable eyes.

250cc Support

Mud master Mike Guerra took the

Support class overall with a 2-1 tally. Possible contender for the win Denny Swartz had his plans thwarted when he went down at the start of moto one. Factory Husky sponsored Guerra, Troy Bradshaw and Dave Hollis went out front at the moto one start after a severe storm which never really subsided. Jeff Hicks kept himself in the hunt.

Hollis closed on Guerra and it went down to the final lap, when Guerra's bike skated out from under him. Hollis went past the checkers for a fairly safe win with Guerra, Bradshaw, Hicks and Swartz trailing.

In moto two Guerra picked precise and careful lines and was never headed. Buchanan 500cc National round winner Swartz shadowed Guerra, but later fell back and a fast-paced Hollis took second. Guerra started lapping riders and won followed by Hollis, Hicks — who had displaced Swartz — Swartz, Floridian Mike Twigg and Scott Lester.

"It was so slippery I just mellowed out," said Guerra. "Then I saw Hollis coming so I gassed it." Guerra now heads for Sweden and Finland to contest the remaining two 250cc GP rounds.

Results

125cc INTERNATIONAL MOTO ONE (UNOFFICIAL): 1. Johnny O'Mara (Mug); 2. Mark Barnett (Suz); 3. Tom Benolkin (Hon); 4. Denny Bentley (Suz); 5. Dario Nani (Gil); 6. Michele Rinaldi (TGM); 7. Harry Everts (Suz); 8. Pat Maroney (Yam); 9. Jeff Surwall (Yam); 10. Bobby Handy (Mon).

125cc INTERNATIONAL MOTO TWO: 1. Ron Sun (Hon); 2. Rich Coon (Hon); 3. Johnny O'Mara (Mug); 4. Broc Glover (Yam); 5. Tetsumi Mitsuyasu (Yam); 6. Pat Maroney (Yam); 7. David Taylor (Cag); 8. Dario Nani (Gil); 9. Paul Mihalik (Hon); 10. Pedro Perales (Suz).

250cc SUPPORT: 1. Mike Guerra, 2-1 (Hus); 2. Dave Hollis, 1-2 (Yam); 3. Jeff Hicks, 4-3 (Yam); 4. Denny Swartz, 5-4 (Mal); 5. Troy Bradshaw, 3-7 (Yam); 6. Mike Twigg, 6-5 (Yam); 7. Brian Thompson, 8-9 (Kaw); 8. Ed Brazina, 11-8 (Hon); 9. Mark Garrison, 7-12 (Yam); 10. Keith Mann, 9-11 (Yam).

125cc WORLD CHAMPIONSHIP MX SERIES POINT STANDINGS (UNOFFICIAL): 1. Harry Everts (132); 2. Eric Geboers (121); 3. Michele Rinaldi (125); 4. Tetsumi Mitsuyasu (111); 5. Marc Velkeneers (110); 6. Torao Suzuki (75); 7. Dario Nani (71); 8. Matti Autio (68); 9. Peter Gronenveld (65); 10. Gaston Rahier (51).

Suzuki outshines everyone at Sunshine Nationals.

Bob Carpenter blasted his GS-1100 into the Pro Stock class win at the IDBA Sunshine Nationals with an impressive E.T. of 9.05.

Finishing a close second, Suzuki's Terry Vance on another GS-1100. Terry also set a new IDBA national quarter-mile record in the semi-final round with a speed of 148.76 mph.

Between Bob and Terry, the last five National Pro Stock races have been won on Suzuki.

That's some shining example, guys!



**SUZUKI 1980.
PERFORMANCE THAT
REALLY COUNTS.**





Marty Moates leads the 500cc out of the first turn followed by Dale Lewis (81), Steve Rhyan (27), Alan Smith (1), Rex Staten (65) and Jim Gibson (29).

Pete Wanket topped the 250s with his 1-3 score.



Elliott, Wanket, Turner

By Patti Firth-Trotter

CARLSBAD, CA, JULY 27

The Continental Moto-sport Club and the Robert Bosch Company put together one heck of a motocross series. For the Pro riders, there is a grand total of \$41,350.00 in cash and

contingencies. For the sportsmen there is \$11,009.00 in cash and goodies. At all six of the events there will be a \$3,000.00 Pro purse. The races are being run as two-day events so as to accommodate all of the riders who want to take a chance at the cash and glory. By the way the race looked today, this series is soon to be as big as the CMC Golden State Series.

So many 250cc riders showed up that they had to be divided into qualifiers with only the top eight being eligible to go to the main event. The first twenty 250cc Pro riders got off the line with Suzuki rider Ron Turner taking the holeshot with "Rocket Rex" Staten, Peter Wanket, LOP hero Marty Moates on Yamahas and Suzuki's Robert Elliott following the leader. Maico-mounted Val Tamiatti, Roo riding Jeff Jennings and Juan Benavidez on a Can-Am held down the sixth through eighth slots.

Turner held onto the lead for five of the eight laps only to have "The Rocket" roost Ron and take the win. Following Rex across the finish securing a place in the finals were Turner, Wanket, Moates, Jennings, Benavidez, Tony Gomez on a Honda and Debbie Tamiatti's husband Val.

Scott Johnson aboard his Honda grabbed the holeshot in the second qualifier. He was followed by Honda riders Brian Maloney, Jim Tarantino and Yamaha-mounted Carlos Serano. A little farther back in the pack was Ammex rider Gary Jones and Andrew

Jefferson on a Suzuki. Johnson was able to hold off the rapidly advancing Maloney for three laps; from that point in the race Scott had to settle for second. The third through eighth places were filled by Serano, Jefferson, Yamaha rider Ed Arnet, Horsepower Factory rider Lee Ramage, Woody Carlson on a Kawasaki and James Gochmanosky on his Yammie.

The riders who did not make the qualifiers were at this point eligible for a consolation race.

When the culling of riders was complete, the 250cc Pros got on the line to begin the business of going for the cash. Pete Wanket whipped around the first turn ahead of the rest of the pack to take a lead that he never relinquished. Right on Pete's knobby was Johnson, Serano, Staten, Tarantino and Jennings.

By the sixth lap, Jennings had moved into fourth with Tamiatti in sixth. Wanket, Johnson and Staten were putting on the show of the moto. The 11th time around the track, Johnson looked to be having some major machine problems, then he was out sitting on the trackside with blown fork seals and his hopes of getting in on the money dashed into the dust.

Staten wasted no time in grabbing second with Jennings in third and Moates in fourth. Husky rider Marland Whaley was ahead of Serano. Clark Jones, also known as CJ, finished the race in seventh.

The second moto was led by Jennings with Wanket in second, "The



Scott Johnson (6) leads the 250s through turn one. Around him are Tim Theodore (96), Val Tamiatti (1T), Chris Chaffee (5), Staten and Wanket.

bag Bosch bucks

Rocket," Moates, Ramage and Johnson holding onto the next positions. Jennings held the lead for six laps before Moates made his move and away he went. The remainder of the race was a duel between Jennings, Johnson and Staten with Tony Gomez doing his best to get by "The Rocket," but it never came to pass. When the points were tallied Wanket came out with the overall win. At the end of each moto the riders were paid so there were a lot of happy motocrossers walking around.

Marty Moates was the first Open Pro rider to come blasting around the Suzuki Tower to signal the beginning of the first moto. The lead was short-lived as the King of Carlsbad, Maico rider Steve Rhyan, was right there to displace him before the end of the first lap. Riding a four-stroke Roo was "Jump'n" Jim Gibson who was in second before lap two. Alan Smith on a Husky was third with Moates in fourth. Val Tamiatti in fifth was ahead of Maico rider Dale Lewis.

On the third lap Gibson high-sided on the wall, putting himself and the Roo on the ground. After some struggling to get the bike re-started, Jim was off and chasing the leader again. Lap six is when Rhyan was seen going off the track and into the pits. On examination of the bike, the problems with the rear end were diagnosed and corrected. Steve would be back.

Smith took over as the leader and held off Ron Turner until the second to last lap. As the checkers came out, the front runners were Turner, Smith, Gibson, "CJ" Jones, Suzuki of Pomona's Matt Tedder, Yamaha riders Scott Walker, Robert "Babarino" Marino and Billy Keefe on his Husky.

The second moto had a co-takers of the holeshot — Bob Marino and Dale Lewis. Steve Rhyan had the lead, though, by the end of the first go around with Marino in second and Alan Smith in third. Ron Turner was

in fourth with a great dice going between Tamiatti and Lewis.

Tamiatti took the forward position when he ached Lewis as they came careening into the turn at the scoring tower. Clark Jones was a bit farther back in the pack picking off the riders and moving to the front. Going up the ledge wheel to wheel with Tamiatti, CJ was just a little tighter in the turn and got the nod for fifth.

On lap 12, Gibson grabbed the lead from Rhyan and he went for the win. A four-stroke Roo beat the two strokes. With a one and three finish, Turner took home the major part of the payback. Congratulations also to Ron and his wife on the birth of their new daughter.

Suzuki R&D specialist Bob Elliott was out to show the 125cc riders how a well-conditioned, serious rider takes care of business. Bob went wire to wire in both motos to take home a huge chunk of CMC and Bosch bucks. Mike Tripes was second with long time CMC favorite Gary Denton taking third on a Honda, Yamaha riders Scott Manning, Todd Peterson, and "Blasting" Eric Baker in the fourth through sixth places. The race was pretty much of a parade with riders finishing in almost the same positions they started in. Elliott, Tripes, Manning, Denton, Steve Pfaff on a Yamaha and Fritz Schlegel on a Suzuki came into the top scoring positions. The second moto was dominated by Elliott and Eric Baker.

Results

500 PRO: 1. Ron Turner (Suz) 1-3; 2. Jim Gibson (Fra) 4-1; 3. Val Tamiatti (Mai) 3-6; 4. Clark Jones (Hus) 5-5; 5. Robert Marino (Yam) 8-4; 6. Steve Walker (Yam) 7-7; 7. Alan Smith (Hus) 2-14; 8. Matt Tedder (SoP) 6-11; 9. Dale Lewis (Mai) 12-8; 10. David Fisher (KMY) 10-10.
250 PRO: 1. Pete Wanket (Yam) 1-3; 2. Marty Moates (LOP) 4-1; 3. Jeff Jennings (Roo) 3-2; 4. Rex Staten (Yam) 2-5; 5. Lee Ramage (Yam) 10-7; 6. Ed Arnet (Yam) 8-9; 7. Scott Johnson (Hon) 15-4; 8. Clark Jones (Hus) 7-12; 9. Woody Carlson (Kaw) 16-8; 10. Tim Theodore (Yam) 14-13.
125 PRO: 1. Bob Elliott (Suz) 1-1; 2. Scott Manning (Yam) 3-3; 3. Fritz Schlegel (Suz) 6-6; 4. Gary Denton (Hon) 4-10; 5. Mike Tripes (TCW) 2-13; 6. Dan Watson (Yam) 8-9; 7. Steve Pfaff (Yam) 5-12; 8. Rik Nielsen (Yam) 12-8; 9. Jeff Nichols (Yam) 9-11; 10. Eric Baker (Yam) 19-2.

Johnson overcame first moto problems for fourth in the second.



August 6, 1980

Suzuki scores a clean



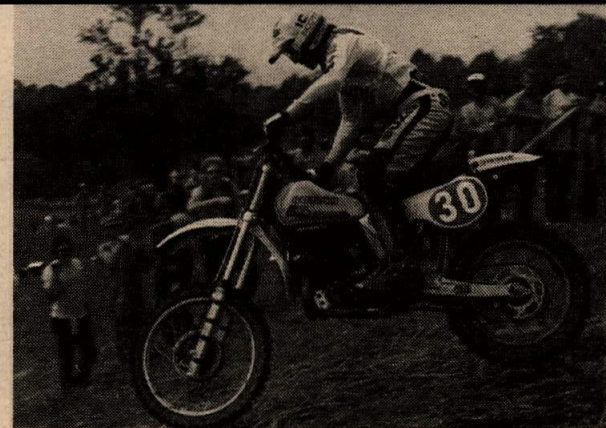
ONE.... There's no question that Team Suzuki rider Kent Howerton is numero uno. Kent backed up his national 250cc crown by winning the 250cc U.S. Grand Prix at Unadilla. And he did it with back-to-back moto wins.

Nice one, Kent!



TWO.... Right behind Kent with a 2-2 finish for second overall was 19-year-old factory Suzuki rider Georges Jobé (pronounced George Jobay). With his second place finish, Georges clinched the 250cc World Motocross title.

Congratulations, Georges!



THREE.... And, just to put the icing on the cake, Team Suzuki rider Darrell Schultz blasted his way to a 3-3 finish to score third overall in the competition.

That's sweeping 'em, Darrell!



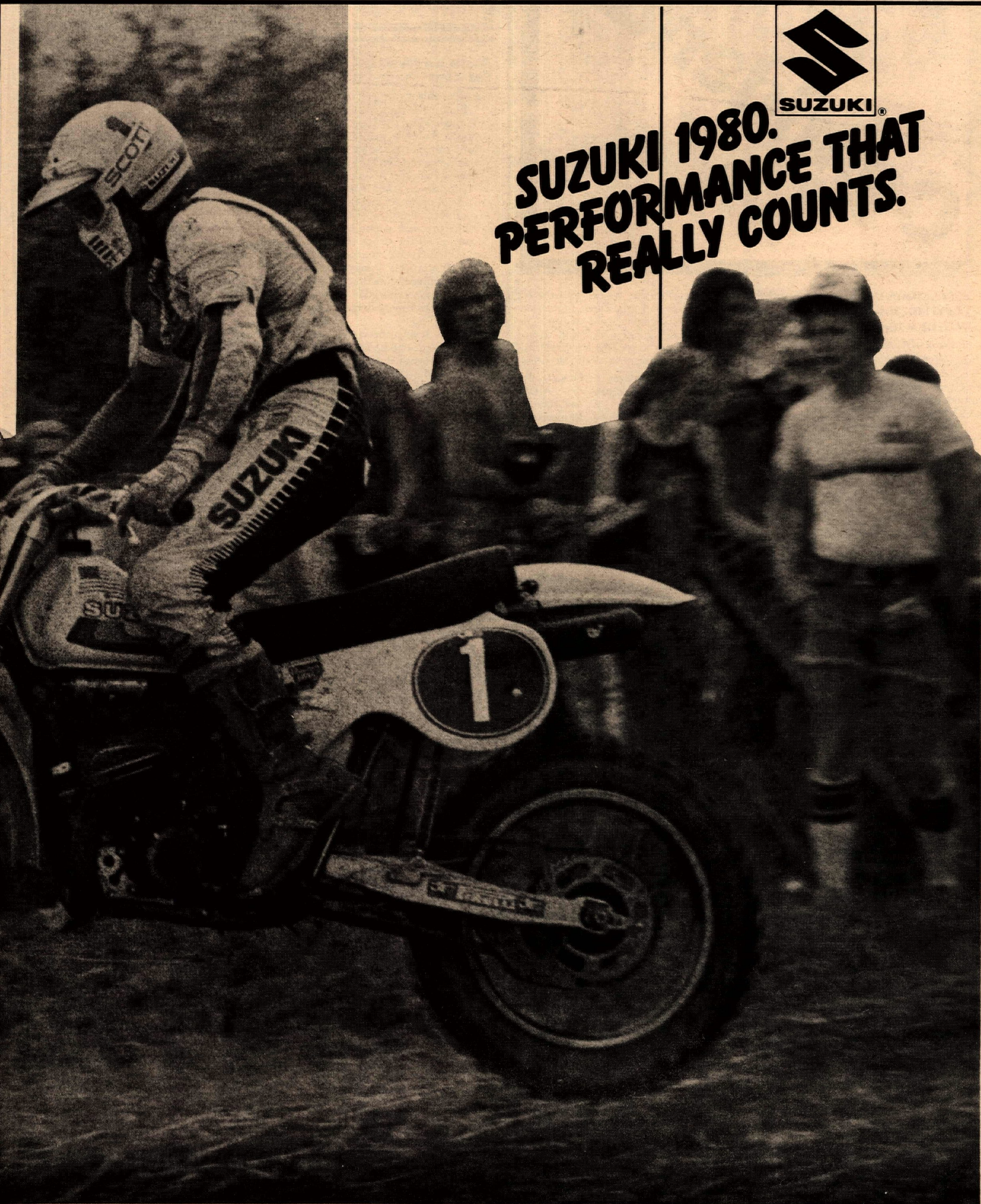
sweep at Unadilla.

CYCLE NEWS

August 6, 1980



**SUZUKI 1980.
PERFORMANCE THAT
REALLY COUNTS.**



California Capitol Confidential

Newly appointed State Parks and Recreation Director, Peter Dan-germond made a cameo appear-ance at the Hungry Valley ORV Area Advisory Committee meeting last Wednesday night, and was fairly well received. As we had predicted, he has expressed a fairly sincere desire to do well by us.

In his brief statement to the crowd, he admitted to having strong environ-mental leanings. He was quick to point out, however, that he has worked with; and on behalf of, ORV enthusiasts during his tenure as the Director of Parks for the County of Riverside. He stated further that he does believe that there is a place for us within the programs of the Department. Although he assured us that there is a place for us, he quickly added that de-termining exactly which ORV uses and sites are "appropriate" is still a problem which he and the Depart-ment staff must wrestle with.

Whether or not the appearance of the Director at this meeting had any-thing to do with it is uncertain, but the Department staff persons at the meet-ing seemed more receptive to the user comments than they had in the past. In a recent column here, we criticized the staff for ignoring the wishes of the members of their own advisory com-mittee, as well as user group represen-tatives. There were still some comments made by staff and others, which make us uneasy that some of the elaborate plans which the users rejected at pre-vious meetings will continue to resur-face. Staff has made the insinuation that perhaps they need to build small versions of these elaborate develop-ments to "show" us that they know what is best for us. Their thinking is now, after carefully selecting represen-tatives from all kinds of users, that they are not getting a good cross-section of opinion, and maybe should seek to take a broader opinion survey.

Like any good bureaucracy, these staffers fail to understand that we can think for ourselves, that we don't need government to tell us what we like, or should like. We would be especially leary of any attempt to take an opinion poll, after seeing how the BLM has used polls. A questionnaire can be de-signed to elicit any response you desire, particularly if you phrase the questions properly and ask the right people. BLM has found that a major-ity of "desert users" want to protect the desert from motorcycles by asking per-sons whose desert experience by and large comes from driving from L.A. to Vegas. At least our representatives on the advisory committee are holding tough against the Department's plans

to overdevelop the project into some-thing which will guarantee high user fees, lots of rangers, and continuous maintenance, all of which will drain the ORV fund so we will not have the money to acquire new, desirable sites.

Meanwhile, back on the Desert, the BLM continues to establish new "Areas of Critical Concern." At last count there are now 77 of them, as opposed to 50 in the Draft EIS which was printed in February. The BLM Desert Advisory Committee will meet next in Riverside on August 7 and 8, and will be working on what will be pretty close to the Bureau's final draft. It behooves riders to attend this meeting at Rain-cross Square and kind of look over their shoulders. If nothing else, this might keep them somewhat honest.

Our intelligence tells us that the latest versions of the draft are pretty discouraging. Vehicle "open areas" are now down to about 2.78% of the desert, with the largest of these being a couple of sand dune areas which are of primary use to dunebuggies. Left "open" to motorcycles at this point, looks like pieces of *Stoddard, Rand, Jawbone* and *Dove Springs, Red Mountain* and a fairly large part of *Johnson Valley*.

Still unresolved by the Bureau staff is the question of what is an "existing" trail. The advisory committee began toying with the idea of classifying them as "identified" trails. "Identified," under their initial definition, would mean that they were identified in maps, photos, or other inventories of what is presently in existence. ORV interests were cautiously prepared to accept some version of this "identified" de-finition.

Now, at the most recent meeting of the advisory committee, Desert Planning Director Neil Pfulb stated that he de-fined "identified" as "identified as ap-propriate or not appropriate for use." This definition is, of course, another way of calling an area a "Class L" use area. Unless the Bureau comes up with some better definition for existing roads and trails; or a criteria for using an "identified" classification, we are going to have big problems.

Remember the following dates for the Desert Planning Process so that you will be able to get your input into BLM on time. The "plan" will be com-pleted around September 1 and sent to the printer. Early in September, BLM will meet with representatives of user groups to brief them on the plan's contents. Plans will be mailed the last week of September, and the final 30 day comment period starts October 1, 1980.

C. N. Deepthroat

WASHINGTON, DisClosed

As the old saying goes, there are lies, damn lies and statistics.

Consider this:

"About 95 percent of the illegal drugs smuggled into the United States from South America are "boated, flown and transported in vans and trucks to cities across the U.S. by the motor-cycle gangs."

"Nationwide, they would appear to control up to 50 percent of all illicit methamphetamine distribution."

"The problem is one where 95 per-cent of all the drugs transported in this country are transported by out-law motorcycle gangs. All of the methamphetamines that are produced in this country illegally are produced in factories run by outlaw motorcycle gangs."

Who is saying these terrible things about motorcyclists? None other than U.S. Representative Robert S. Walker (R-PA) who has a bill in the congressional hopper, based on the above "data," that if passed would express the "sense" of Congress that the president should establish a federal strike force in each U.S. judicial district to investigate and prosecute "outlaw" motorcycle gangs. And the gangs, of course, are the key to this country's drug problem.

Right. And all these outlaw motor-cyclists then store their drugs in little plastic baggies, stick them deep into the bowls of their gas tanks, go to New Orleans, hang around cemeteries and eventually get blown away by a passenger riding along in a pickup truck.

Walker would probably believe that one too. It wouldn't be surprising, just as it is not surprising there is evidence that some of Walker's "testimony" concerning the role motorcycle gangs play in the drug trade was manufactured by the congressman himself, or at best gotten second hand.

For what reason? Of all the pressing matters facing the nation — like the economy and energy — why would a congressman make a big deal about outlaw motorcycle gangs?

The answer is simple and strikes at the chord of the way the government works. The 1980 elections. Walker is up for reelection this year and what better subject to promote during his campaign than a "hometown" issue like outlaw gangs. The Pagans M.C. moved into Walker's district (based in the Lancaster, PA, area) and to the average law-abiding citizen, their man in Washington is working to rid them of what Hunter Thompson once called "the menace."

Yet, any political gains Walker may make by sensationalizing the Pagans presence is at the expense of the entire motorcycling community. By calling for the creation of a federal strike force to investigate crime committed by what your average law enforcement type would perceive to be an outlaw motorcyclist boils down to hanging an open hunting season sign over every person who rides a motorcycle as a means of transportation or sport.

The crux of House Concurrent Resolution 220 is narcotics, according to Walker. After the Pagans were seen in his district, Walker purportedly began investigating outlaw gangs. Largely based on the evidence

obtained during hearings Walker says he held Oct. 12, 1979, in his Task Force on Welfare Reform of the House Republican Research Committee, Walker deduced that these outlaws were the sole cause of drug abuse in the country. However, neither the task force or the Republican Research Committee are standing and official groups in Congress. The committee is an ambiguous part of Capitol Hill and can be used by Republican congress-men for whatever purpose they want.

Now consider this. Walker sends out copies of the testimony he received during the one day hearing in report style. Usually, testimony is presented verbatim. There are hardly any direct quotes in Walker's testimony and as it turns out, the hearing was never transcribed at all. Official hearings are always transcribed word for word.

One of the witnesses Walker said testified at his hearing is named as "John Anderson, a former gang member." Anderson, it seems, "testified by telephone." This also is unheard of in official congressional circles. In addition, there is not one quote in his testimony, only statements beginning with "he told, he also confirmed, he said." This Anderson character spills the beans in the testimony, telling how motorcycle gangs murder, rape and operate just like the Mafia. Interestingly enough, a publication titled *Pennsylvania Illustrated* ran an article last year about a former Pagan named Jack Anderson, who after a long and illustrious career as an outlaw gang member turned informant. Sound familiar?

But that's just the beginning. On July 12, 1979, just three months to the day before Walker held his hearing, the ABC news show *20/20* ran a piece narrated by Geraldo Rivera on the Banditos M.C. Walker must have been glued to his television set that night as a woman told of her experiences with the gang. Quoting from the ABC transcript of the show, when asked whether she ever prostituted herself, the woman replied: "I've been doing that — well, since September 1968, since I crawled on the back of a motorcycle with the first Bandido I met." In the report from Walker's hearing, under the name "Mary, a victim," appears this item: "Accepting that first ride is her first mistake, her first step into what can be considered a white slavery market." On the *20/20* program, the woman stated that, "When I left, I had been picked up and beaten for five days and nights..." In the testimony, "Mary" said, "I was bound with tape around my wrists, elbows, knees and ankles, and then my wrists and ankles were bound for five days..." In the television program, the woman said, "I've seen them beat them...burn them with cigars all over their bodies." In the testimony, "Mary" said, "I witnessed girls beaten and tortured...and then burned all over their bodies with cigars." And finally, the woman on *20/20* mentioned that gangs got income through women working in "topless clubs and any kind of clubs, prostitu-tion..." In the testimony, "Mary" reports that women work "in bars, as topless dancers or waitresses and supplement their income through selling drugs and prostitution."

Thus, one of two conclusions can be made concerning the validity of Walker's testimony. He either got it second hand from magazine and television stories, or, he managed to get the same people used in those stories to come to Washington (and in the case of Anderson, phone Walker's office) with the scoop on outlaw motorcycle gang activities. In all fairness, Walker's staff asserts the same people were used.

But when one takes into account the unofficial standing of the task force and committee, the way the testimony is presented and the way the testimony was obtained, a questionable light is thrown on the whole subject. Then, couple this with the outlandish statements Walker makes about outlaw gangs controlling all the drug trafficking in the country — who can believe he is really being honest. And remember, for good measure, Walker threw in a statement in his bill that says: "Whereas outlaw motorcycle gangs, as organized criminal groups, are involved in the kidnaping, enslavement and physical abuse of women." Enslavement? This sort of gibberish even prompted Walker's legislative aide to woe: "And the Hells Angels are even trying to get into the Guinness Book of World Records as the world's most prominent outlaw gang."

The same aide also said the gangs constitute only 15,000 to 20,000 motorcyclists nationwide, which breaks down to about .025% of the total motorcycling population. The aide named the Outlaws, Banditos, Pagans and Hells Angels as the culprits. Yet, Walker chooses to give enforcement officials a broad mandate. He does not name the groups in his bill, but uses an ambiguous term like outlaw and leaves the definition of just exactly what an outlaw is to any local, state and federal official.

Disturbingly, Walker is not alone in this legislative diarrhea. His resolution has cosponsors, including four Californians: Wayne Grisham (33rd District), Charles Pashayan, Jr. (17th), Robert Lagomarsino (19th) and Barry Goldwater, Jr. (20th). Further shaming this endeavor is the fact that House Concurrent Resolution is the only motorcycling bill in Congress at this time — strange when one considers how good some legislation would be for motorcycle safety issues.

Walker's villification of motorcyclists has not gone unnoticed. The esteemed business magazine, *Forbes*, ran a story on it last May, entitled: "In The Name Of Goodness, An Insidious Resolution." A headline over an editorial appearing in the *Phoenix Gazette* simply read, "Legal Overkill." And the Lebanon, PA, *Daily News*, ran an article dubbed: "Walker Blasts Motorcycle Gangs."

The real tragedy is that Walker seems to feel only motorcycle gangs are committing crimes involving drugs. By trying to set up a strike force to prosecute these gangs, without even attempting to define what an outlaw is, the prospect of every motorcyclist getting harrassed is increased. Which is a shame during these days when the government is promoting energy conservation programs.

There is one saving grace however. A concurrent resolution does not carry the force of law. It must be passed first by one house and then the other. Once done, which is extremely improbable in this case, a resolution merely states the intent of Congress. It would be up to the president to decide whether or not he should form the strike force. Meanwhile, Walker continues to benefit in his home district from publicity stemming from his resolution. And to a congressman who has not done much during his tenure in Congress, every little bit helps.

● Jim Zoia

SUZUKI BEL-RAY TOP THE WORLD





The unbeatable protection of Bel-Ray's MC-1 and Racing Chain Lube helped Georges Jobe capture his title by keeping him running when other efforts failed. Similar superior performance from Bel-Ray's Full Line of Total Performance Lubricants guarantees that for street, dirt or strip, more 1980 World Champions will be protected by Bel-Ray.

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TEAM YAMAHA WRENCH REPORT

HERE'S A RACE-PREP PROGRAM YOU'LL WANT TO TUNE IN EVERY SUNDAY.

There's not a lot you can do to squeeze more power out of a YZ. Right out of the box, it's an awesome beast that needs little pampering or coaxing to set a course on fire.

Naturally, you have to do more than pour in gas and oil and twist the throttle. That's why the Competition Support Department here at Yamaha has come up with some tuning tips and modifications to help keep your YZ running healthy, happy and strong. On this and the next three pages, you'll find all their information in an easy-to-follow race prep program for the YZ125G, 250G and 465G.

BREATHE EASIER.

Among a motocrosser's biggest worries are mud, dirt, dust and other chunks of Mother Nature that can get sucked into a bike's intake system.

YZ's come stock with the most advanced, heavy-duty air filtering system money can buy. But in a grueling sport like motocross it's the precautions on top of back-ups on top of more precautions that can make the difference between winning and losing.

So it's a good idea to coat the outer edge of the aluminum ring (1) on the air box with silicone. This will insure a complete seal. Be sure you dab some silicone on the rivets, too (2).

Do not overtighten the wing nuts (3). Turn them down just tight enough to seat the air filter element to the air box. Then slip a small piece of plastic breather line (4) over the exposed threads (5) to make sure the wing nuts don't

come loose. It's the same kind of breather line running out of your YZ's carbs.

You can get the silicone at your Team Yamaha Center, part number: ACC-1101-05-01. You can pick up a piece of breather line while you're there, too.

When you reinstall the air filter element, apply a heavy coat of grease to the filter base (6) and make sure it's seated properly. Axle grease will do nicely.

If you're the proud owner of a 250G or 465G, you should invest in an air filter cage strengthening ring (part number: 3R4-14459-00-00 at your Team Center). This wondrous little invention doesn't cost much. But it could save you big problems if you forget what we said three paragraphs ago and use the strength of ten gorillas to tighten nuts.

Just put the strengthening ring (7) on the base of the plastic cage (8) before reinstalling the two foam elements. When reinstalling the outer foam element, rotate it 90 degrees so the holes originally used for the filter cage mounting studs can be hooked over the tabs (9) on the strengthening ring. Then punch new holes (10) for the mounting studs.

When you put the air filter cage assembly back in the air box, make sure the small bend in the ring (11) is on the lower far side of the cage as you slip the mounting studs through the holes in the air box.

With the ring in place, it is much harder to break or warp the cage by overtightening the air filter wing nuts (3).

GOOD TIMING.

Correct ignition timing is essential for getting the most scoot out of your scooter. But it's very easy to take ignition timing for granted since it

doesn't get out of whack very often. So check it periodically, especially before races.

Your owner's manual gives very clear, well-illustrated instructions for setting the ignition timing. If you have any questions, check with your Team Center.

DO YOUR LEVEL BEST.

The carburetor float level is much more important than you might think. Just a one-half millimeter difference can mean a fuel mixture that is too rich or too lean to achieve maximum power.

Constant bouncing and wear on the needle valve spring can cause the float to go out of adjustment. So it's worth checking often.

Instructions for adjusting the float level are in the owner's manual. Be sure you're holding the carb (12) at the correct angle—that means holding it upside down and tilting it so the little tang (13) in the middle of the float arm is touching but exerting no pressure on the needle valve stem (14). But don't tilt the carb one iota farther than necessary to take the pressure off the valve stem.

Now measure the distance from the bottom of the float to the carburetor top-half gasket surface, with gasket removed (15). (Remember, you're holding the carb upside down, so the part of the float sticking up in the air is actually the bottom of the float.)

Adjust the float level (23.4mm or .92 inches for the YZ125G; 27mm or 1.06 inches for the YZ250G and 465G) by simply bending the tang (13) on the float arm.

YZ125G. CUT YOUR BOSS DOWN TO SIZE.

If you ride a YZ125G, here's a modification that couldn't be simpler or more important: grind 3mm off the left-side float bowl boss (16). That's the left side as you sit on your bike and look down on the carburetor.

Grinding off three silly little millimeters will prevent the carb from bouncing off the transmission housing under extremely bumpy conditions. And that, in turn, will prevent frothing of the gas and the possibility of a lean fuel mixture.

YZ250G. NEEDLE THE COMPETITION.

The Competition Support Department has found, after many 250-class races, that switching to a Q-0 (Q-zero) main nozzle (17) results in a more useful powerband on many courses.

(19) between the reed cage (20) and the cylinder.

The spacer gives the 465 a longer intake track, which means a smoother power response across the power band. And that means running a better race if your riding style is helped by smoothness.

To add the spacer to the intake track, get two new intake manifold gaskets and put one between the spacer and reed cage (21) and one between the spacer and cylinder (22). Then use 30mm allen bolts (23) to secure the new arrangement, instead of the standard 20mm bolts.

The spacer is very simple to add and most riders will find it very helpful. But there's one little catch: you must have the aluminum spacer made. Yamaha doesn't sell it.

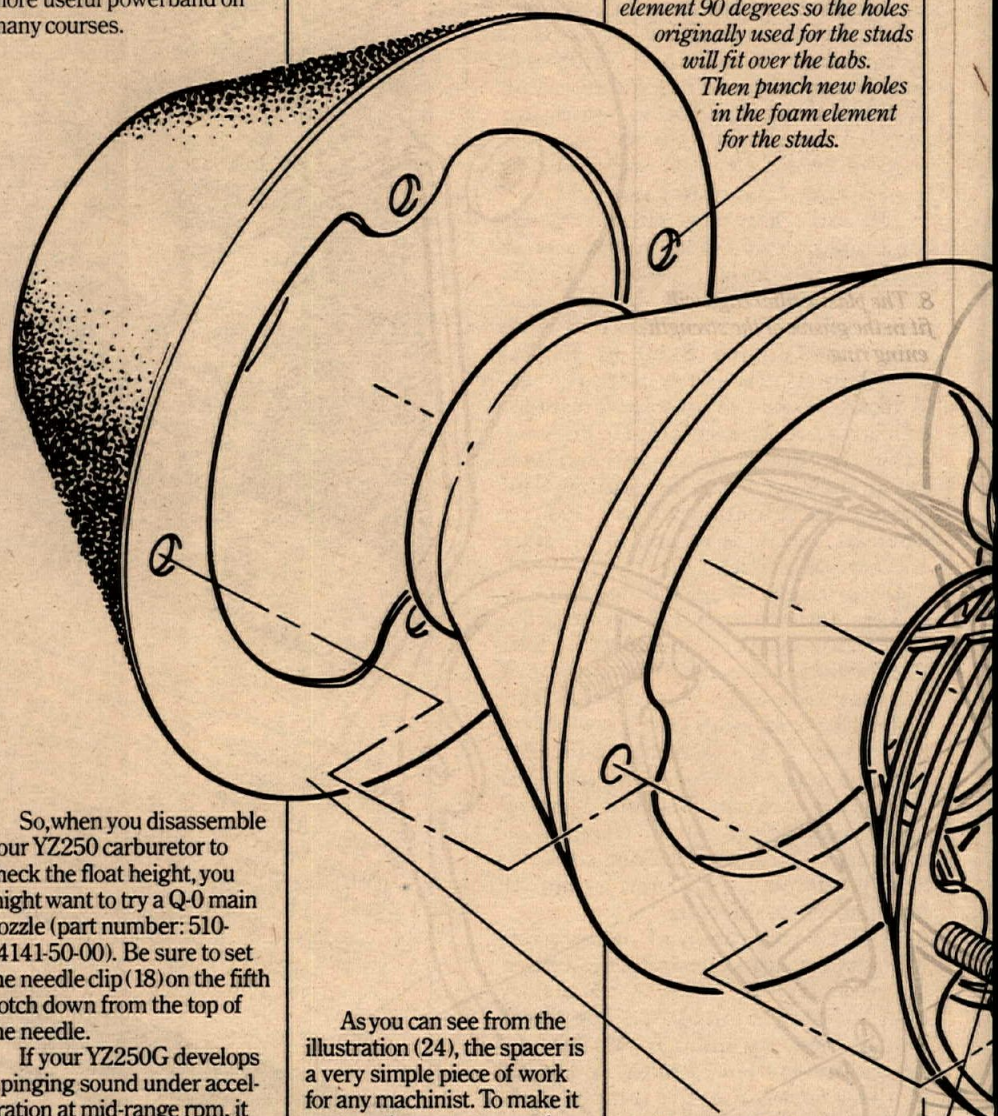
THROW A WRENCH INTO THE WORKS.

No matter how well you ride, you're not going to win many races if your bike doesn't keep running strong, through the toughest races.

That's why you should take every opportunity to check out your scooter and make sure things are adjusted right, tightened, oiled and greased to specs. This program of race-prep tips should help.

And remember, if you have any questions, ask the Competition Support expert at your local Team Yamaha Center. He knows all about wrenching victory from the jaws of defeat.

10. When you slip the outer foam air filter element over the strengthening ring, rotate the element 90 degrees so the holes originally used for the studs will fit over the tabs. Then punch new holes in the foam element for the studs.



So, when you disassemble your YZ250 carburetor to check the float height, you might want to try a Q-0 main nozzle (part number: 510-14141-50-00). Be sure to set the needle clip (18) on the fifth notch down from the top of the needle.

If your YZ250G develops a ping sound under acceleration at mid-range rpm, it means the fuel mixture is slightly lean and the engine could use more fuel.

That ping will be your cue to switch to a Q-2 main nozzle (17) and put the needle clip (18) on the third notch down from the top. The Q-2 main nozzle (part number: 510-14141-52-00) should give you the correct fuel mixture and better mid-range power.

Finally, there's one more thing YZ250G or 465G racers should do to their bikes: check the gear box oil. The manual recommends checking gear box oil every fifth race. But you should check it before every race and keep it topped off to a level of 950-1000cc's of Yamalube four-cycle oil.

YZ465G. GET SPACED.

For the YZ465G, one of the trickiest tricks the Competition Support people have pulled out of the bag is a 9mm spacer

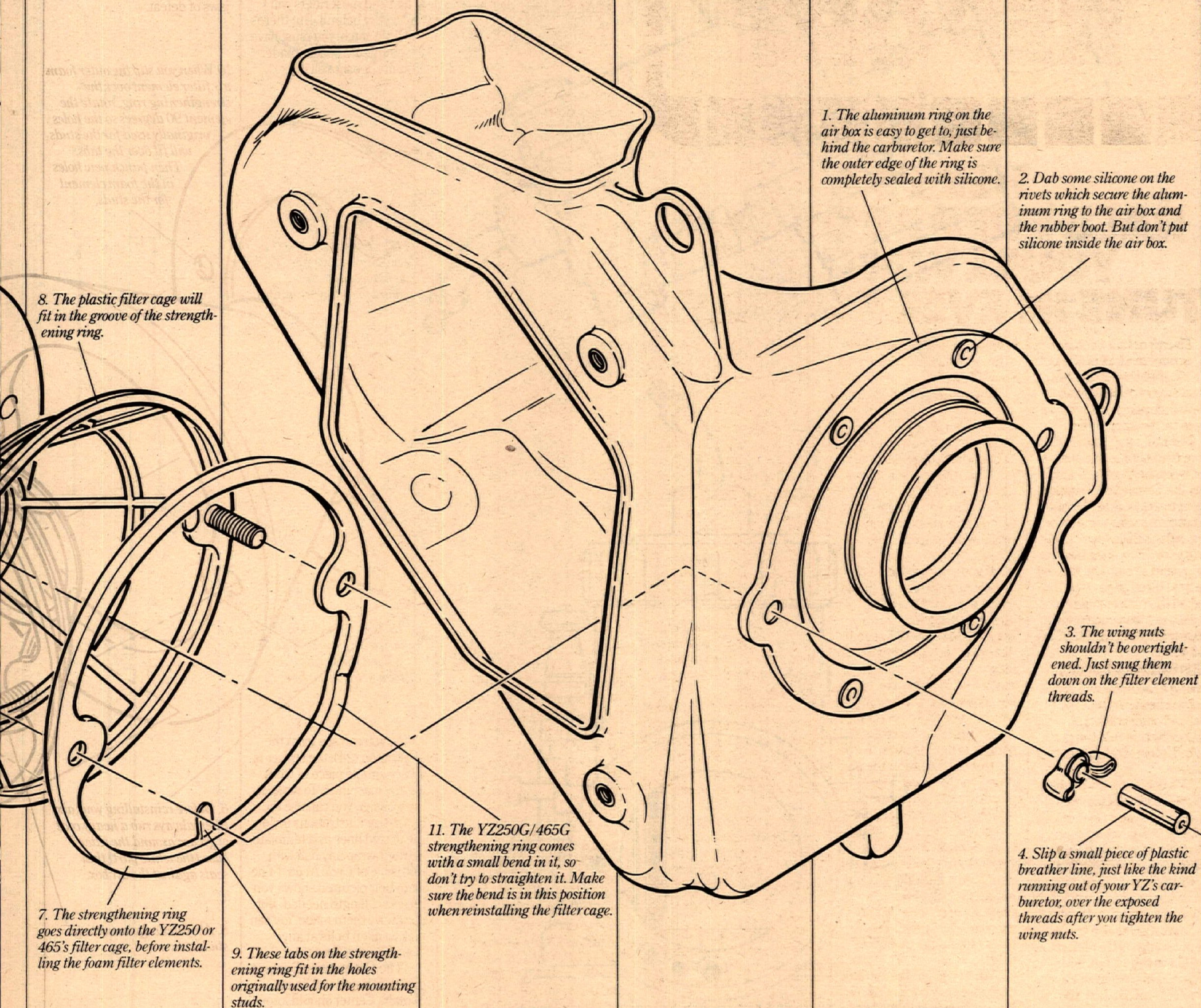
As you can see from the illustration (24), the spacer is a very simple piece of work for any machinist. To make it even easier, you can use the exact-size illustrations inside the dotted lines as a template. So don't wrap any fish with this issue of Cycle News. (The allen bolt pictured shows you the exact length needed, but don't have them made. You can pick up allen bolts at any Team Yamaha Center.)

The Competition Support expert at your local Team Yamaha Center should know a local machinist who'll whip up a spacer for you.

One more YZ465G tip: don't be caught with your flywheel loose. Make sure the flywheel is tightened to 56 ft/lbs, as shown in the owner's manual.

6. Before reinstalling your air filter, always rub a heavy coat of grease around the filter base (the white part) that seats against the air box.

5. Air filter cage mounting studs.



1. The aluminum ring on the air box is easy to get to, just behind the carburetor. Make sure the outer edge of the ring is completely sealed with silicone.

2. Dab some silicone on the rivets which secure the aluminum ring to the air box and the rubber boot. But don't put silicone inside the air box.

8. The plastic filter cage will fit in the groove of the strengthening ring.

3. The wing nuts shouldn't be overtightened. Just snug them down on the filter element threads.

4. Slip a small piece of plastic breather line, just like the kind running out of your YZ's carburetor, over the exposed threads after you tighten the wing nuts.

7. The strengthening ring goes directly onto the YZ250 or 465's filter cage, before installing the foam filter elements.

9. These tabs on the strengthening ring fit in the holes originally used for the mounting studs.

11. The YZ250G/465G strengthening ring comes with a small bend in it, so don't try to straighten it. Make sure the bend is in this position when reinstalling the filter cage.

12. The carburetor has to be held at about 65 degrees from the vertical.

15. Measure from the bottom of the float bowl to the carburetor top-half gasket surface (not the lip around the edge of the carburetor, but the gasket surface inside.)

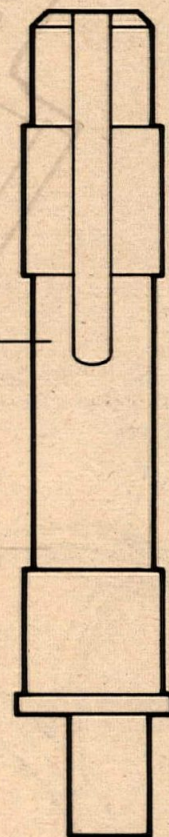
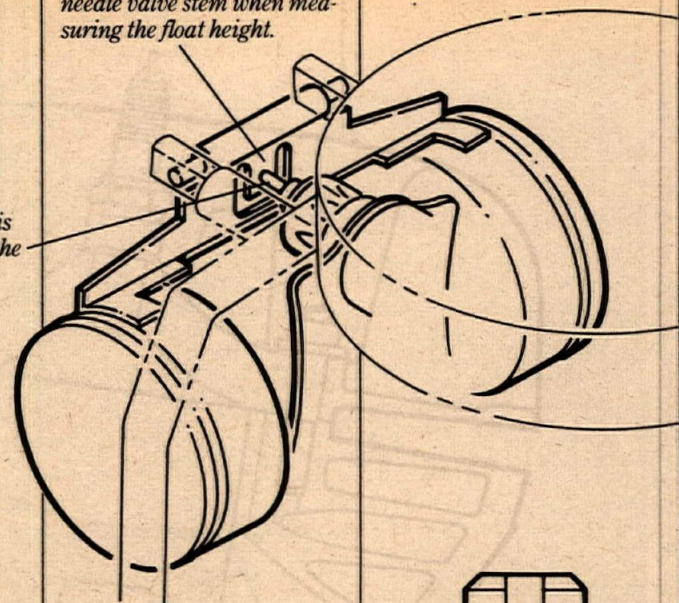
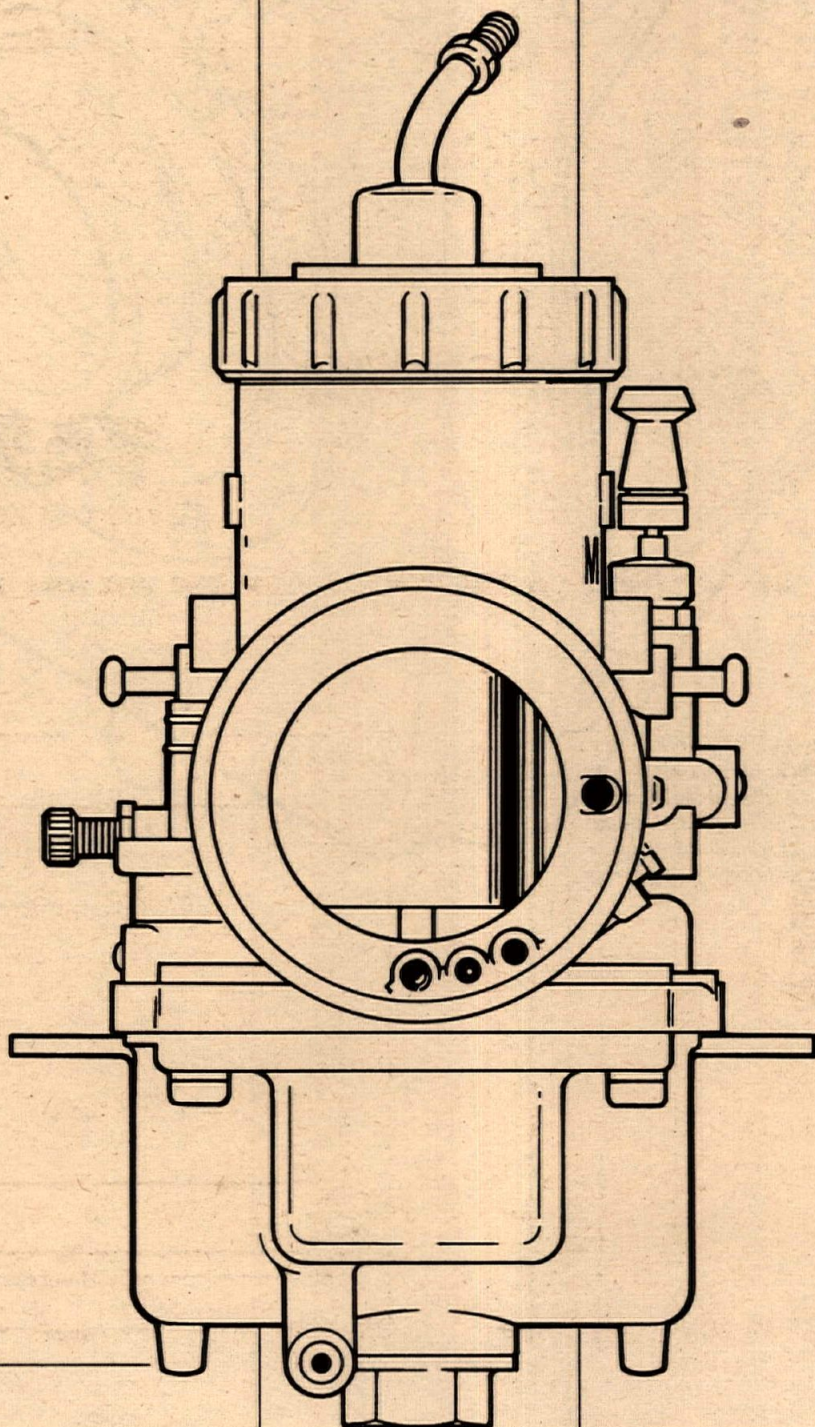
16. Be sure you grind off 3mm (but no more) from the left-side boss on the YZ125 carburetor. You can tell it's the left side by looking at your carb the way you would if you were standing behind your bike (from the carb's air intake side.)

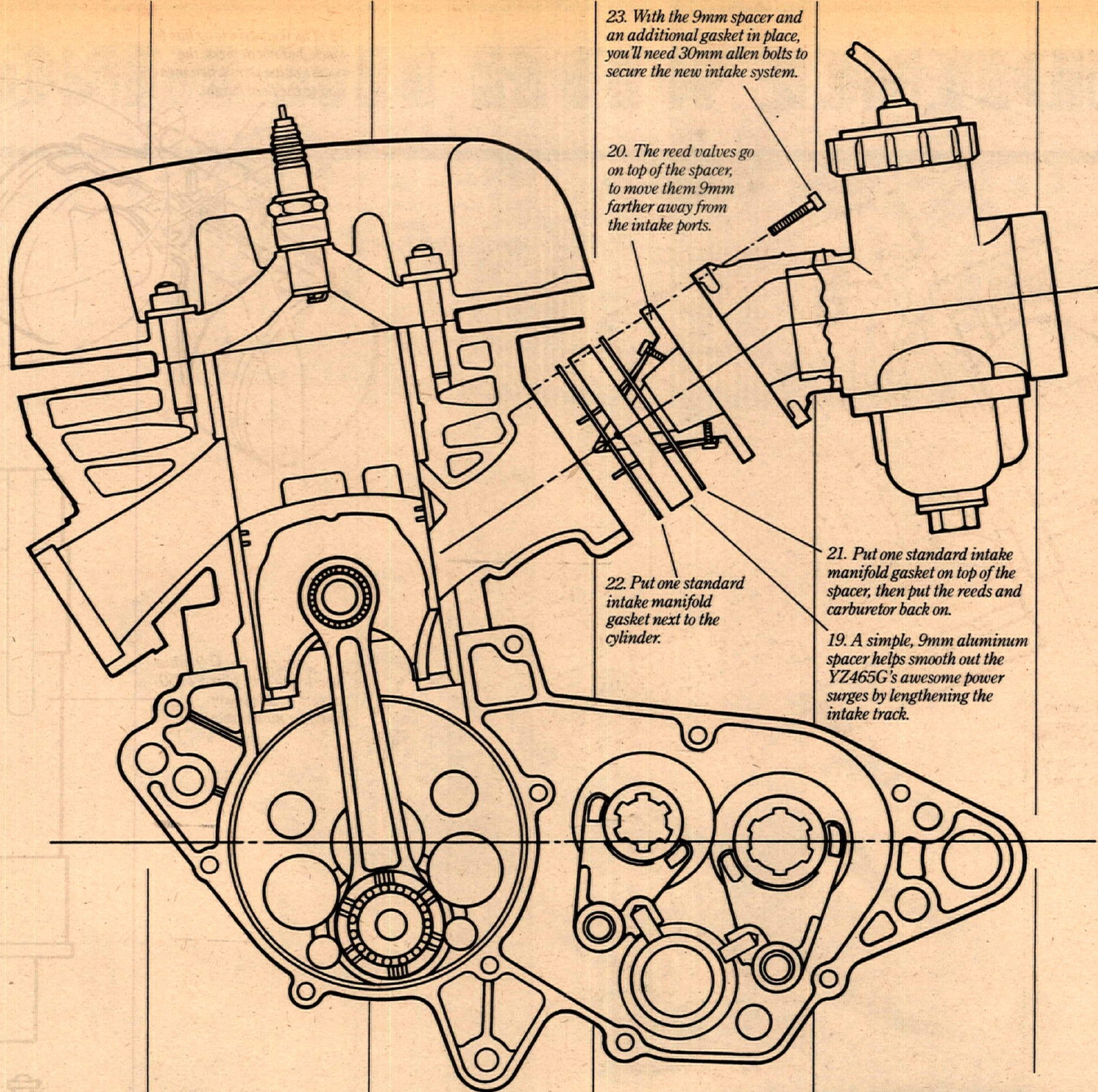
14. The needle valve stem is directly under the tang on the float arm.

13. The float arm tang has to touch, but not depress, the needle valve stem when measuring the float height.

17. Changing to a Q-0 main nozzle can give your YZ250 a more usable power-band for many situations.

18. If you switch to a Q-0 main nozzle on your YZ250, be sure you put the needle clip on the fifth notch down from the top.





23. With the 9mm spacer and an additional gasket in place, you'll need 30mm allen bolts to secure the new intake system.

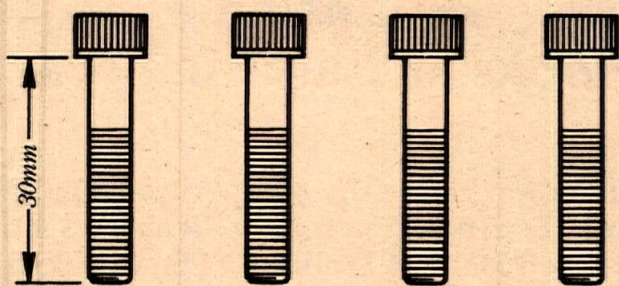
20. The reed valves go on top of the spacer, to move them 9mm farther away from the intake ports.

22. Put one standard intake manifold gasket next to the cylinder.

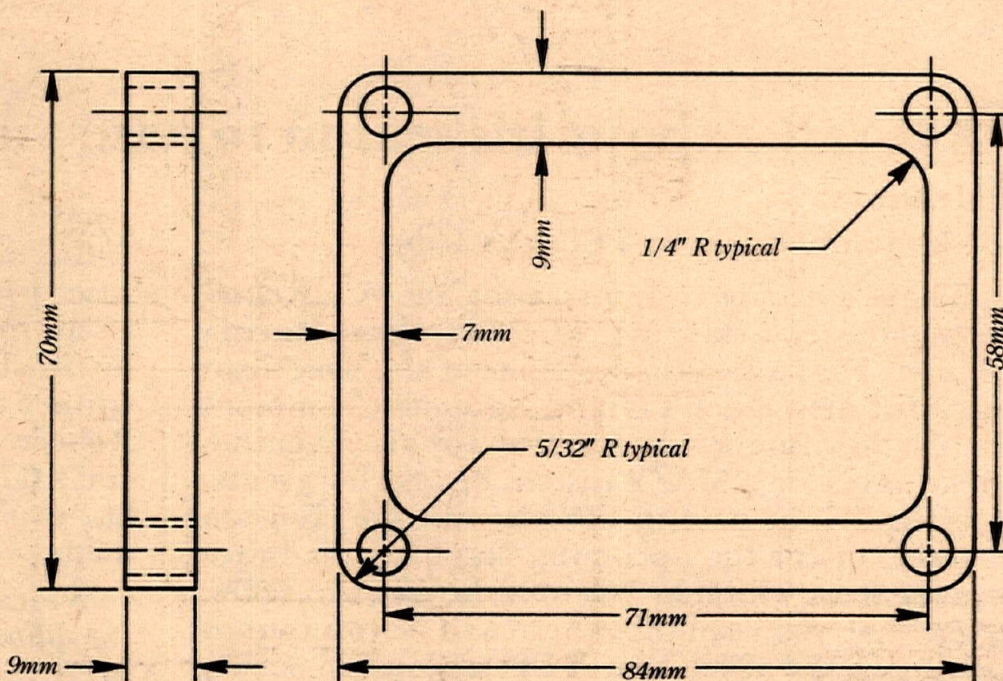
21. Put one standard intake manifold gasket on top of the spacer, then put the reeds and carburetor back on.

19. A simple, 9mm aluminum spacer helps smooth out the YZ465G's awesome power surges by lengthening the intake track.

YAMAHA
When you know how they're built.



24. Here's everything you need (except gaskets) to add the 9mm spacer. Give this illustration to your machinist and let him use it as a template.



AUDIENCE WITH THE KING



KR talks about his season to date and looks at Laguna Seca

By Dale Brown

Photos by John Hipkiss and Charles Morey

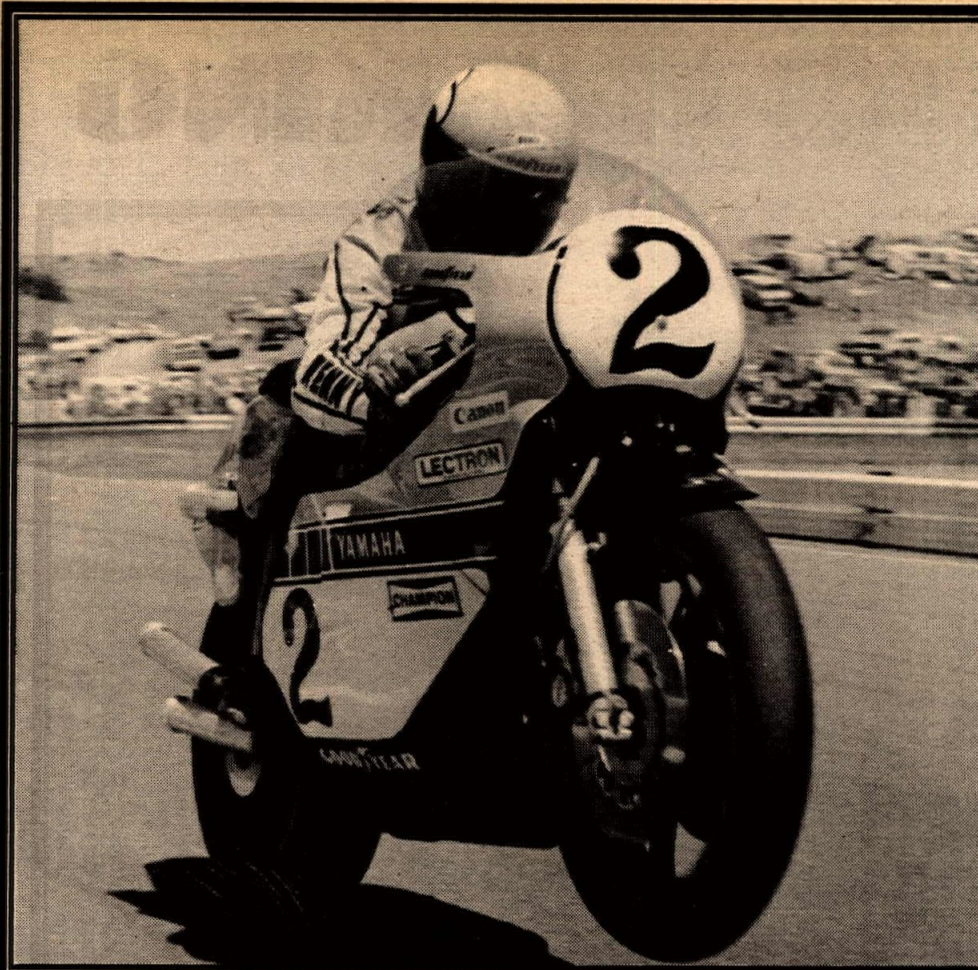
Two. That's a number you can associate with Kenny Roberts. He's two-time World 500cc Road Racing Champion. He's a two-time winner of the American Motorcyclist Association's Grand National Championship. It's the number he carries on his machines when he races in AMA/Winston Pro Series events, such as the TT he won in February in the Houston Astrodome, or for the upcoming National road race at Laguna Seca, which he has won the past two years.

By the time you read this, there will be two rounds remaining in the 500cc World Championship Series, which Roberts currently leads by 12 points — the biggest margin he's ever had with three races left.

But on the other hand, the competition's gaining. After winning the first three rounds, Roberts suffered a flat tire-induced DNF in Holland. Then in Belgium he finished third, allowing Suzuki's Randy Mamola, winner of the race, to close within 12. As you'll read, Roberts gives the Suzukis the advantage in this weekend's GP in Finland, so things could get tight for the last two GPs of the year, in England and West Germany.

We caught up with Kenny and talked to him on the phone shortly before he flew back to Europe to prepare for the Finnish GP.

Join us...



KR usually has a nose-up attitude coming out of Laguna Seca's turn nine, as in this '79 photo (left), and a winner's smile (right).

"Up the hill the 500 is going to be straining itself. There's no doubt about it. It's going to be buzzing."

You're coming back to the U.S. in the points lead. How's it look for world title number three?

Well, it looks very good at this point. This is the biggest point lead I've ever had — especially since we only have three races to go. Except they're gaining with some bike problems that I've been having — the flat tire at Assen and also some suspension problems. So, on one hand it looks very good for the third world championship because of the point lead. But on the other hand it could be close at the last race because of the problems that we're having with the suspension.

Do you think that you'll be able to get them sorted out?

Yeah. What I'm banking on is not so much sorting out the problem. The problem does not occur on a good race track. And the last two races are on good race tracks. Well, one of them is so long that it wouldn't make any difference anyway, cause what you sacrifice in some corners, you're going to make up in others cause it's 180 turns. Silverstone is the place that the Yamaha works good and the rough tracks — like Finland — is where the Suzuki works better. So I've got one more track where the Suzuki is going to be really good. And then we're on a Yamaha track. So I think it's going to end up with a 10-12 point lead at the last race.

You're riding pretty much a completely new 500, right?

Right. It's got different cylinder arrangement.

Well, that bike was brought out, this is its second or third race that it will be in, if I use it in Finland. We brought it out at Assen. We haven't had very

much success with it because, well, it's been the rough race tracks. Really when we have our weakest points it's the rough race tracks. Now I was testing last week at Silverstone and the bike works very well around there. So I don't anticipate too many problems with Silverstone. But, Finland is the one I've got to get through — that's this weekend. I'm leaving today to go there.

What about the new Suzukis? They seem to be working?

Suzukis are faster than they were last year. In the first three races they were a little quicker than the Yamaha and I think now with the new barrel arrangement we have a little more horsepower and we have the top speed on Suzukis. The only track that that will show up on is Silverstone. So, and that's you know, like maybe $\frac{1}{10}$ th of a second. Because right here in the straightaway the Yamaha starts running and it can pass a Suzuki. But you know, there's only two straights. So it's not a great big advantage to have a little faster motorcycle at this point. It's making a motorcycle work around the race track that is the problem right now.

So how do you feel about having almost a next door neighbor, Randy Mamola, challenging you for your title?

Well, you know, anyone who's going to take it is going to be doing a good job. And Randy's doing the best job in my estimation right now and all year — as far as competition. And if an American wins it — that's great. I'd like to see, if I lose it, an American win it.

And how about some of the other riders? Lucchinelli has been doing very good this year.

He's been riding a little bit on the edge I think and I didn't consider him to be in there as far as being there every week because he's been riding on the edge. I figure he's going to be a couple of problems. When you ride that far over your head you just expect that the consistency's not going to be there. That's sorta been the case and sorta hasn't been the case. He's really surprised me in his consistency. If you have a failure, that hurts — that's impossible to overcome.

What's your reaction to Barry Sheene? He's had a very disappointing year.

Yeah, it's tough once in a while. I've had a couple of them in dirt racing. He's about 3-4 weeks behind all the time. Everything they do is just about three weeks behind. They learn something at one race track that they should've known three weeks before. Because of the new bike and new arrangement with trying to ride a Yamaha with a powerband he can't get used to, compared to what he had. I think it would have been a lot easier for him to go to Suzuki from Yamaha than go to a Yamaha. He's just having this problem and he thinks he's got the problem whipped and he goes to the next race track and develops something else. So that's what he's doing — just developing new problems all along.

It seems that in the past couple of weeks or so relations between your group, the Professional Riders Association, and the FIM have improved, so to speak.

Yeah, well they acknowledge the Professional Riders Association now and they want to work with us. It's such a giant improvement, I can't believe it. At the last couple of tracks we have had some problems that we had taken care of through the riders association, not individuals running around yelling and screaming and that makes it a little bit better for the racers because they don't have to worry about going to the promoter and yelling. They have a representative to do that for them and it's not usually yelling and screaming; we're saying "We'd like to see this happen" and all the riders are behind it and they are acknowledging that, hey the professional riders are working together.

The biggest problem now is we have Wil Hartog, who is the FIM's representative, but he's not our representative. And like at Zolder, the last race at Zolder, he went to the race track and said it was good. We went to the race track the day before practice, and said "Hey, we ain't riding on this race track." They said "Hey, the FIM representative said it was great." And we said, "Well, that's not our representative." Well the promoter was right; he asked the FIM representative, the FIM sent the guy there, Wil Hartog says "Oh yeah, this is great." He thinks all the tracks are great. So, you know, he

isn't our representative. We have our own representative, Franco Uncini from Italy and they went out and bought hay bales and put them around the track that night. The next morning, we said "Hey, there's going to be a big problem because the track is not safe." As it turned out, it was really good because they were working with us. They weren't working with the FIM. Because the FIM gives them the representative that says "Yeah, everything is great." When the riders get there, the riders say, "No, we're not riding." So it's not helping the organizers that have Wil come back at the track and it's not helping us either. And they're just now beginning to realize that.

Do you think there will be a move after the end of this season to replace Hartog as the FIM representative?

Oh, yes — for sure.

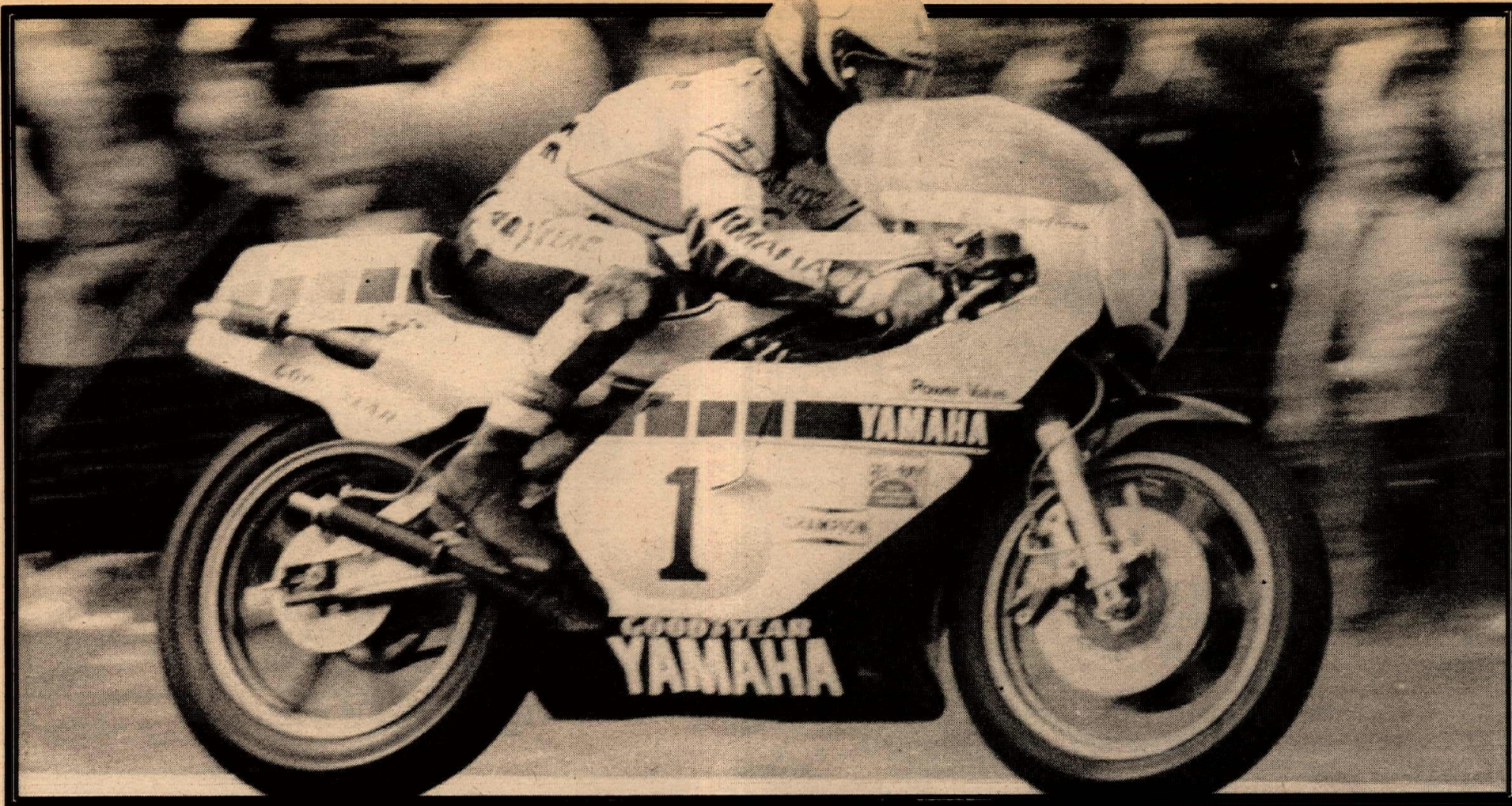
It was reported that you sent a letter of apology, so to speak, to Jaap Timmer of the FIM.

No, no, no. Gary Howard, my manager, sent a letter to the FIM stating our reasons for coming back to the FIM and that we were going to come back and race. It was no apology for anything. We've never done anything wrong.

OK. Turning now to Laguna Seca, and that particular race track, there's going to be advantages and disadvantages of racing a 500 on that track. Care to give some of those?

Well, the disadvantages are going up the hill from turn nine to turn four to turn five, yeah the corkscrew, that's going to be the disadvantage. Coming down the mountain, I don't see any disadvantages. The 500 will probably come down the mountain faster than

"This is the shot they get at me. And so every American there (at Laguna) is going to be doing 100%."



Roberts' new Yamaha has a little more straightaway speed than the opposing Suzukis, but rough track handling has hampered his efforts.

the 750s. Unfortunately turn nine through turn five is pretty much the whole course. There's only a little bit downhill. It just depends on how good the 750s are running. I don't know who's riding them yet, but, Schlachter of course will be hot.

The reason I rode the 750 last year was because it has a bit more bottom power around 7-8000 rpm so when you go up through turn two and three you go almost in fifth or sixth gear and it will pull strong all the way down that straight. I make up a lot of time after turn two in one gear. I go through there in fifth and a lot of guys go through in fourth. So mine pulls all the way and I grab sixth and I'm two bikelengths ahead of them.

The 500 is not going to be able to do that because there's nothing at 8000 rpm or nine, and at 10,000 you've got the power. So it's going to make it a little more difficult to ride. A little more difficult to pass then on a good 750.

Now, at Sears Point when I rode against the 750s, it was rough enough that they couldn't use the torque that they had, so it worked out better, but for Laguna, I don't know. It's a smooth track, and so a 750 is going to be easier to ride. Whether they can throw it around that long, I don't know.

The 500 for me is better because I'm really having a lot of problems with the suspension chatter. And we're going to use Laguna as a test track. Because, you know, when you run GP

"They acknowledge the Professional Riders Association now and want to work with us. It's such a giant improvement, I can't believe it."

bikes — I've only ridden a GP bike five times this year. And in five races, when you get two hours of practice and it rains half of that, you just can't get any time on the bike. So you go out in the race and you don't know if it's going to work or not. And that's the thing that GP racing is — to help figure it out and then go racing. You don't have Daytona where you have three days of practice.

Practice is over and you're standing there going "practice is over already? You know, I didn't even get to go out yet." And that's about the way it is. So, Laguna is going to be good that I ride the 500. The Japanese didn't want me to ride a 500, but we've got to have more time on this thing. We just can't run them eight times a year and expect to have all the bugs sorted out. So for me, there's going to be disadvantages, but to win the world championship, I'll be able to go back to Silverstone with more progress on the chatter problem, than I would have if I didn't ride my 500.

You mentioned Schlachter being hot. Do you think if Freddie Spencer rides Kanemoto's 750 that he's going to be a handful for you?

If Freddie rides the 750 Yamaha, he'll be the hottest rider there that I'll have to beat. It's hard to say which American is going to be the hottest because this is the shot they get at me. And so every American there is going to be doing 100%. Whether I do 100% is going to remain to be seen. Cause 100% around Laguna is quite a bit and for me to go back and finish out two GP races, it's a little risky. So, it's going to be a race — there's no doubt about it. I think that if Freddy rides the Yamaha, it's going to be a threat. The 750 of Erv's accelerates so quick that it would be really hard to beat on the 500.

How about Wes Cooley and...

With a big four-stroke accelerating so quick also out of turn nine up the hill into turn two, along that straight then turn three up the hill the 500 is going to be straining itself. There's no doubt about it. It's going to be buzzing. Where I'll be turning 12,000, they'll be turning short of 10 and they've got

the torque to pull up the hills out of the corner, where I'll have to shift probably a couple of more times more than they will. Like I said there's a disadvantage to riding a 500.

To me it's an advantage cause I get another race on it. And I've got two more races left. I wish Laguna was last week. Then I would be a lot more confident going to Finland.

One of the things you'll be going for is your 29th National win — setting a new record. How do you feel about that?

Well, you know, it's something that's been popping up the last couple of years, but, it's not something I really thrived on. The biggest thing for me is being able to come back to a really good race track and having a really good race and one that people enjoy because you're there — and not just there because you have to go there. It's kinda like a vacation for me cause every race that I do in Europe through the year is GP racing, and I do Internationals at the end of the year. And this is a break for me because at the World Championships it is very serious. You just don't get a chance to go out and play like I get to do at Laguna. For me it's a happening that I'd like to go to and every year I have more and more trouble getting to Laguna Seca because of the situation; they don't want me to do it. The problems I have getting there, but the race and American people being able to see a good race — that's what it's all about. It's getting the sport built up a little bit so that they can see motorcycle racing and some day America will get a World Championship, and I'd like to see that at Laguna. So that's why I come back and race.

The thing is, if I get a chance to get a breather and have some fun and Americans get the chance to have a really good race. It's certainly not money — I can tell you that.

How does Laguna Seca compare as a race track to the GP circuits in Europe?

Well, it's a good race track. It's really good, close racing. Europe has some really good race tracks. They often don't run on them, it's complicated —

"It's not a great big advantage to have a little faster motorcycle at this point. It's making the motorcycle work around the race track that's the problem now."

but, often the best tracks don't get race on because the federation of that country has always had it before — we're going to give it to this track. Like in Italy this year, they have really good race tracks but they give it to Mazanno, which is really not a good race track. The pits are twice as small as Laguna. You've got 400 riders — it was terrible.

But, for some reason, we're at Mazanno and not Imola or Monza or one of the good tracks. So, they've got really good tracks, but often you don't get to run on them. And when you do, like I said, it's not like Laguna, it's not fun. It's very serious.

Laguna is probably one of the quickest long courses that could be a short course. It's fairly long and the English version of a short course is fairly long, but it's as scrappy as a short circuit, so it's kind of an American circuit, long and you can really ride your balls off.

Have you got any plans for next year? Are you going to go back and defend your title?

Oh, no, I have no plans. I'm waiting for America to get their dirt races down to 500cc.

If that happens will you try to go back and win the National Championship?

Yeah, I think so. It sure would be something for me to look at. Right now it's just not feasible.



Ron Pierce demonstrates one of the spectacular turn nine wheelies.

Laguna Seca

A quick look at a prime bash

By Dale Brown

The weekend West Coast road racing aficionados have been waiting for all year is just around the corner. The August 2-3 Laguna Seca Champion Spark Plug 200km is the only AMA/Winston Pro Series road race National west of the Mississippi. And frankly, it looks like it's gonna be dynamite. And for some very good reasons.

Two-time World 500cc Road Racing champion Kenny Roberts will be on hand, pitting his new 500cc Yamaha against the Formula One crowd. KR admitted in an interview that appears in this issue that he's going to be giving quite a bit to the competition on the uphill sections. But that ought to make spectating on the downhill section of the course, turns six through nine, superb.

Roberts' competition will include Rich Schlachter, winner of two road race Nationals this year on his TZ750, and Wes Cooley, who rode the Yoshimura Suzuki to the first four-stroke win in years at Road America.

Saturday's major race is the Superbike event, scheduled to start at 3 p.m. It's been a wide open series to date, with Team Kawasaki's Eddie Lawson posting two wins and arriving at Laguna Seca in the points lead. Honda's Freddie Spencer also has a pair of wins, and Wes Cooley took one race on the Vetter/Yoshimura Suzuki. All are in Japan as this is being written, contesting the Suzuka Eight Hour Endurance race, but barring any mishaps there, all will be at Laguna. Along with Honda's Ron Pierce and Kawasaki's Dave Aldana, they should provide a fine show. Superbike racing has traditionally resisted one rider domination as much as Joan Claybrook has resisted common sense.

Running along with the Formula One feature on Sunday's schedule will be the Expert Lightweight, Novice and Sidecar races. There have been some doozies among these classes in the past, such as the memorable Gregg Hansford/Gary Nixon duel in the '77 Lightweight event.

The prime section of the race track for spectating is the last part, turns six through nine. Turn six is the infamous Corkscrew, a devilish affair where the course crests a hill with a downhill left followed immediately by an off-camber right. That leads down to seven and eight, a pair of fast, sweeping downhill corners. Nine is a slow, 90 degree left hander where, especially in the Formula One and Superbike classes, riders will loft the front wheel and carry it halfway down the next straight. Be prepared to move about a bit; you'll miss a lot just staying in one spot.

If you want to camp out for the weekend, Laguna Seca has a campground complete with restrooms and showers. Weekend camping permits cost \$14; Saturday only permits are \$7. The raceway will open to campers on Friday, August 1 at 6 p.m. and remain open that night until midnight.

One other neat thing about this race is its location: the Monterey Peninsula. Just a stone's throw away are such attractions as Monterey's Fisherman's Wharf, the legendary Cannery Row and the scenic Seventeen Mile Drive, south of Pacific Grove. See if you can talk your boss out of an extra day off and come up early, or stay late.

For more information on the race, contact the Sports Car Racing Association of Monterey Peninsula at 408/372-1516. For more info on Monterey area attractions, contact the Monterey Peninsula Chamber of Commerce at 408/649-3200.

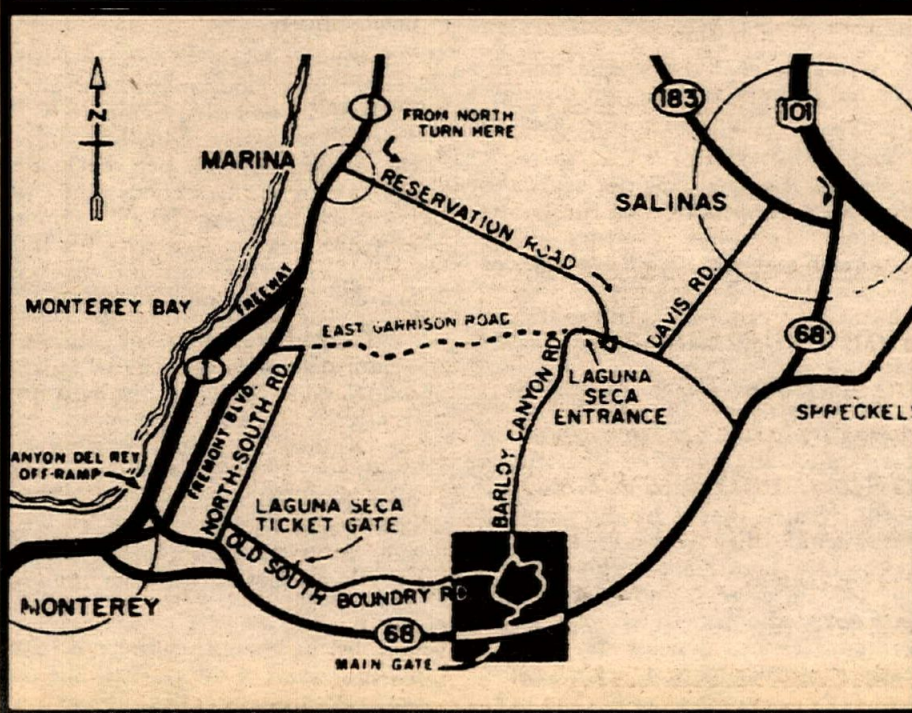
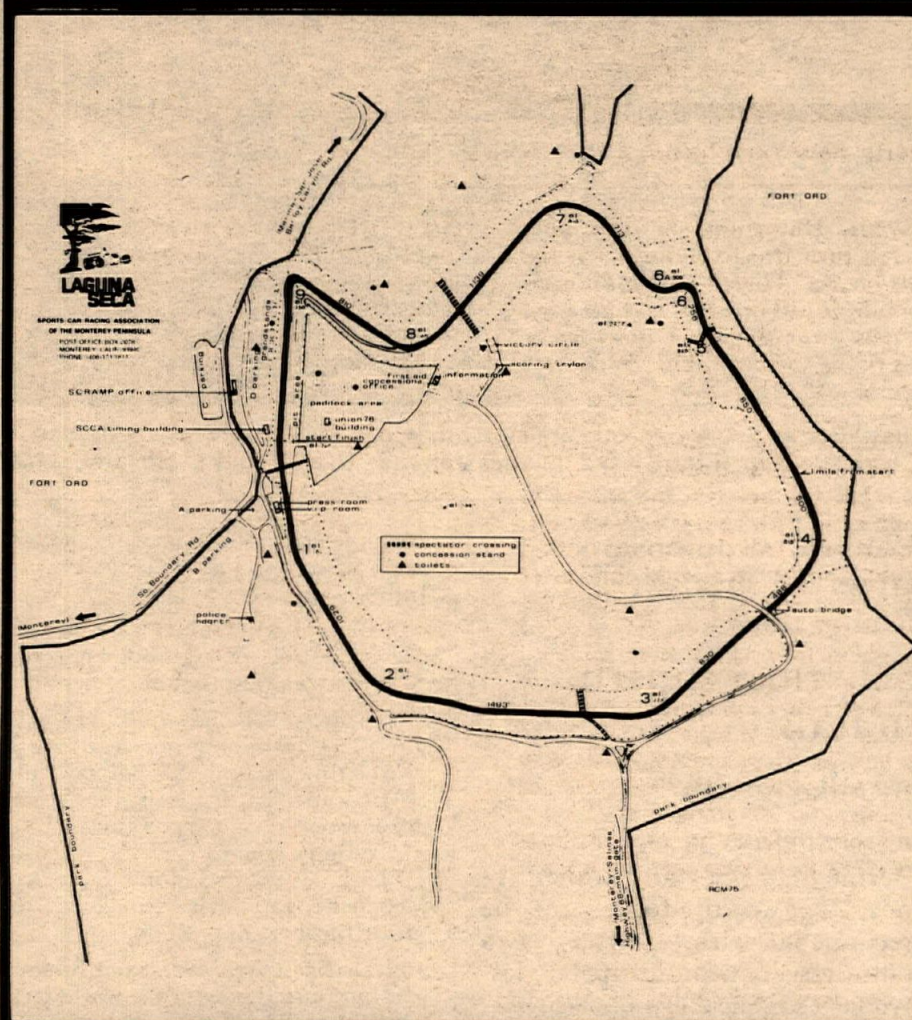
Schedule of Events

Saturday

8:00 am — 12:00 noon	Practice, alternating classes
12:00 — 1:00	Lunch
1:00 — 1:45	Superbike Timed Practice
1:55 — 2:40	Formula 1 Timed Practice
3:00 — 3:45	Superbike Final (26 laps/49.4 miles)
4:00	Two Expert Lightweight Heats (5 laps/9.5 miles)
	Two Novice Heats (5 laps/9.5 miles)
	One Sidecar Heat (5 laps/9.5 miles)

Sunday

9:00	Novice practice
9:20	Expert Lightweight practice
10:00	Formula 1 practice
10:20	Sidecar practice
11:00	Opening Ceremonies
11:15 — 11:50	Expert Lightweight Final (26 laps/49.4 miles)
12:00 — 1:00	Lunch
1:00 — 1:40 (approx.)	1st segment Formula 1 (33 laps, 100km/62.7 mi.)
2:00 — 2:30 (approx.)	Novice Final (21 laps/40 miles)
2:45 — 3:45 (approx.)	2nd segment Formula 1 (33 laps, 100km/62.7 mi.)
3:45 — 4:00 (approx.)	Sidecar Final (10 laps/19 miles)





(Left) Bernie Schreiber rode brilliantly to win in Italy, but his two pointless efforts previously have probably cost Bernie any chance of regaining his World Championship. (Right) Kees Van der Ven rode to a 1-1 tally in Holland, while Georges Jobe's 4-3 helped him clinch the 250cc title.

World Championship Observed Trials Series: Round nine

Schreiber superb in Italy

By Mike Rapley

VALMALENCO, ITALY, JULY 13
Bernie Schreiber and Italjet are now a world force to be reckoned with. After two pointless championship battles, World Champion Bernie Schreiber made it third trial lucky when he brilliantly won the ninth round of the World Championship.

Bernie matched the weather and his red hot form proved that on this day, the young Californian is quite literally the best trials rider in the world.

British star and favorite with the thousands of spectators at the event, Martin Lampkin harried the American star right from the start of the two lap, 50 section trial. Mart, now really on the boil with the Italian SWM, was right back to the peak of his form.

He showed his unique style early during the trial. A massive collection of granite boulders defied all attempts to find a path. Lampkin, of the top men, decided that if he didn't make his attempt then a hold up would occur. He aimed his yellow SMW, snicked third gear and blasted full bore over the rocks, feet up for a brilliant clean. Quickly the others rushed for their bikes, but none could match the Lampkin style. Karlson went

over the bars, Vesterinen fell heavily, and Schreiber just managed a big three.

Lampkin was unlucky not to win. He rode well enough, but that man Schreiber was just that bit better.

Bernie, who by now must have given up all realistic hopes of retaining his world title, is some 26 points behind series leader Ulf Karlson who finished a consistent third. Yrjo Vesterinen, the three-times champ can't be ruled out as he is 19 points behind Karlson. A deficit he is unlikely to make up, but never the less still possible.

Italy has taken over from Spain as the most prestigious of the world trials, and the Italians were ecstatic over the Italjet win with the champagne flowing freely.

Schreiber led right from the word go of the seven hour marathon, and at the halfway point led Lampkin by five marks. Lampkin did his best through the second lap to peg back those marks, but as the section results were radioed back to the computer, everyone realized that with his Italjet sorted, and the sun on his back, Schreiber wasn't going to be beaten.

All credit must go to the Italians for organizing one of the best world rounds ever. They had two helicopters in attendance, full radio control from the sections to the central results computer, sections that were brilliantly planned, and a huge crowd that had grabbed every single vantage point on the sections up to four hours before the first man was due.

Only one thing they did not have—police control of the traffic. The cops were watching the action!

Results

1. Bernie Schreiber (Itl) 97.8 marks lost; 2. Martin Lampkin (SWM) 104.8; 3. Ulf Karlson (Mon) 106; 4. Yrjo Vesterinen (Mon) 122; 5. Rob Shepherd (Hon) 130.4; 6. Jaime Subira (Fan) 135.4; 7. Eddy Lejeune (Hon) 137.4; 8. Fulvio Adamoli (Mon) 137.4; 9. Danilo Galeazzi (SWM) 140.4; 10. Charles Coutard (SWM) 142.6.

World Championship Point Standings: 1. Ulf Karlson (92); 2. Yrjo Vesterinen (73); 3. (TIE) Eddy Lejeune/Bernie Schreiber (66); 5. Martin Lampkin (57); 6. Malcolm Rathmell (41); 7. (TIE) Manuel Soler/Rob Shepherd (35); 9. Toni Gorgot (19); 10. Jaime Subira (17); 11. Mick Andrews (15).

World Championship 250cc MX Series: Round nine

Van der Ven plows through Dutch GP

By Alex Hodgkinson
Photos by Jack Burnicle

HENGLO, HOLLAND, JULY 13

Dutch sand ace Kees Van der Ven continued his recent return to form in the home round of the 250cc MX World Championship at Hengelo with two outstanding rides which left him way out in front of his rivals. Two more consistent rides by Georges Jobe set the Belgian up for a title-clinching ride at Unadilla.

While the Suzuki star scored 18 points from third and fourth placings in the two motos his only challenger, Bulgarian Dimitar Rangelov, completed only two laps of racing before pulling out in great pain from a broken cheekbone.

The injury had been sustained the previous weekend in a Dutch international, but with the points gap now standing at 67 he set off for America determined not to give up without a fight.

It took Van der Ven and his Maico only a couple of laps in each moto to reach the front and he soon built up unassailable leads despite the efforts of his compatriot Benny Wilken, out on a pre-production KTM for the first time, in the first race and Erkki Sundstrom, on the works Husqvarna, in the second.

Only the riders from the Benelux countries and Scandinavia, used to riding in deep sand, could master the course and the British, German and East European riders all failed to score points.

Neil Hudson, making his return to the championship fray, crashed twice and the fastest of the CZ team, ex-champion Gennady Moiseev, damaged his shoulder in a first race crash. The German Honda duo fared even worse; Fritz Kobele was already sidelined after nearly ruining his chances of fatherhood in the French round and Rolf Dieffenbach cut his chin badly at Hengelo.

After finishing runner-up in the first moto, a long way in front of the opposition, Wilken had high hopes of finishing second overall to Van der Ven. He got no further than the first corner before being brought down in the second moto. Remounting last, Wilken retired within a couple of laps after failing to break into the first 20.

Results

1. Kees Van der Ven (Mio) 1-1; 2. Erkki Sundstrom (Hus) 4-2; 3. Georges Jobe (Suz) 3-4; 4. Henk Van Mierlo (Suz) 6-3; 5. Benny Wilken (KTM) 2-; 6. Raymond Boven (Hus) 7-6; 7. Matti Tarkkonen (Yam) 5-10; 8. Jean Paul Mingels (Yam) *5; 9. Jan Kristoffersen (Yam) 10-7; 10. Jean Claude Laquaye (SWM) *8; 11. Johnny Wasielewski (Hon) 8-; 12. Soren Mortensen (Kra) *9; 13. Leif Niklasson (Hus) 9-.

* Denotes placing outside the top ten.

World Championship Point Standings: 1. Jobe (179); 2. Dimitar Rangelov (112); 3. Van der Ven (87); 4. Boven (81); 5. Jaroslav Falta (69); 6. Rolf Dieffenbach (68); 7. Laquaye (67); 8. Sundstrom (58); 9. Fritz Kobele (51); 10. Vladimir Kavinov (45).

TEN YEARS AGO

The Viking MX Series came to a conclusion in Atlanta, GA, with Husqvarna-mounted **Heikki Mikkola** taking the win and wrapping up the series title as well. **Hakan Andersson** took second on another Husky and to make the day a Swedish sweep, Florida Husky rider **Richard Burleson** nabbed top American honors in front of **Jim Shotton**.

A National half mile scheduled for Tulare was cancelled when the track's surface started breaking up as practice began. Efforts to repair the surface were futile and the decision was made to cancel. A near riot occurred among the overflow crowd, and promoter **J.C. Agajanian** was taken away from the track by an ambulance attendant to prevent injury after he had been the target of assorted debris.

Trojan Speedway ran a 50-lap TT for 100 and 125cc bikes, and **Gary Scott** was the winner on a Kawasaki. **Dale Hopkins** took second followed by **Rob Morrison**.

Speedway action saw **Scott Autrey** win Costa Mesa's Handicap Main, while **Steve Bast** did the honors in the Scratch program. Fans of the TV series *Father Knows Best* would have enjoyed the second division main at Bakersfield, where **Billy Gray** won.

Featured in a **Bob Lenk** profile was Navy jet pilot turned Suzuki factory road racer **Jody Nicholas**. In addition to his obvious talent as a motorcycle racer, Nicholas was also an accomplished violinist.

In a motocross at Champion Speedway in northern California, **Carl Cranke** was the dominant force, winning the 125, 250 and 500cc Senior classes. He rode a Sachs, CZ and AJS, respectively.

A big-name motocross at Bay Mare found **Bob Grossi** (Hus) topping the 500cc Senior class with second overall going to **Jim West** (AJS). **John DeSoto** (CZ) was the leader in the 250cc ranks, with **Brad Lackey** taking the runner-up spot.

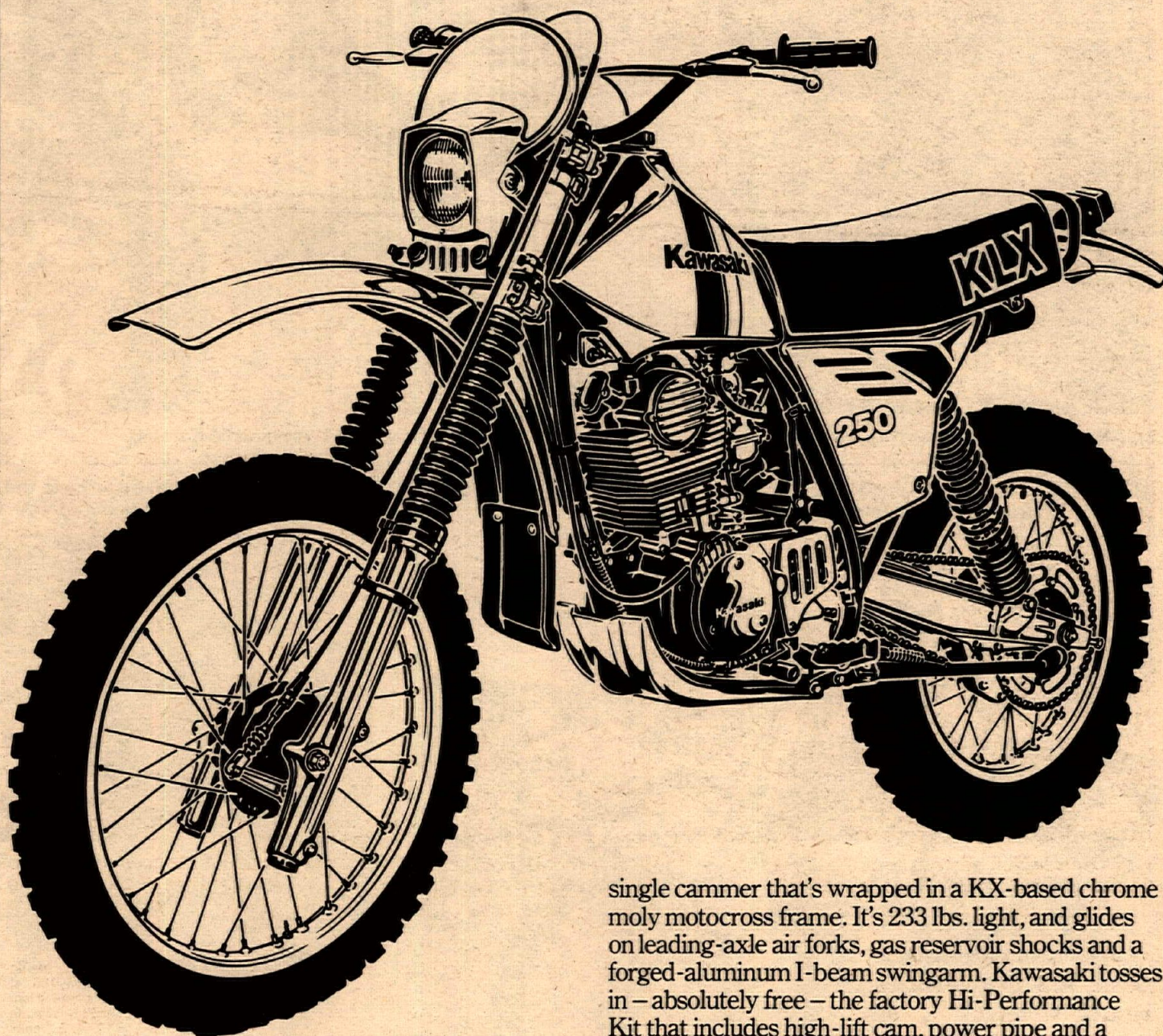
The annual Austin, TX, Aqua Festival included an MX race and in the 500cc race, it was a battle between Bultaco-mounted **Wyman Priddy** and Yamaha pilot **Jack O'Leary**. O'Leary took the first moto, but Priddy came back to win the following two and the overall.

Lonnie Peterson returned to the MX scene at Deadman's Point. Peterson, who had served and was injured in Viet Nam, posted a 1-2-2 score to win the 125cc Senior class. In his first attempt at the 250cc Senior class, **Rex Staten** was the overall winner.

Mert Lawwill cranked up his old side valve Harley and won Ascot's half mile main event, while **Shorty Seaborne** edged **Gene Romero** by inches for second. Northern California's **Nick Theroux** won the Amateur main in his first Ascot appearance, and **Kenny Roberts** took his seventh straight Novice win.

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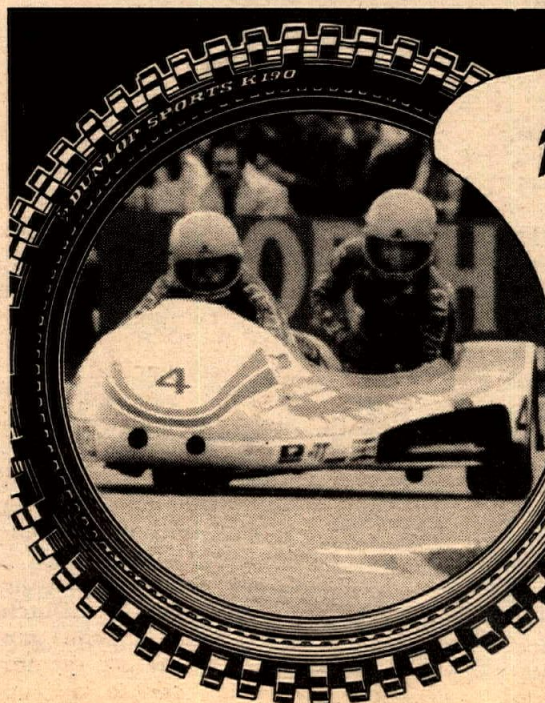
single cammer that's wrapped in a KX-based chrome moly motocross frame. It's 233 lbs. light, and glides on leading-axle air forks, gas reservoir shocks and a forged-aluminum I-beam swingarm. Kawasaki tosses in — absolutely free — the factory Hi-Performance Kit that includes high-lift cam, power pipe and a Super-Trapp tunable silencer. Dyno-developed and field tested, it's good for up to a 20% boost in power. Free.

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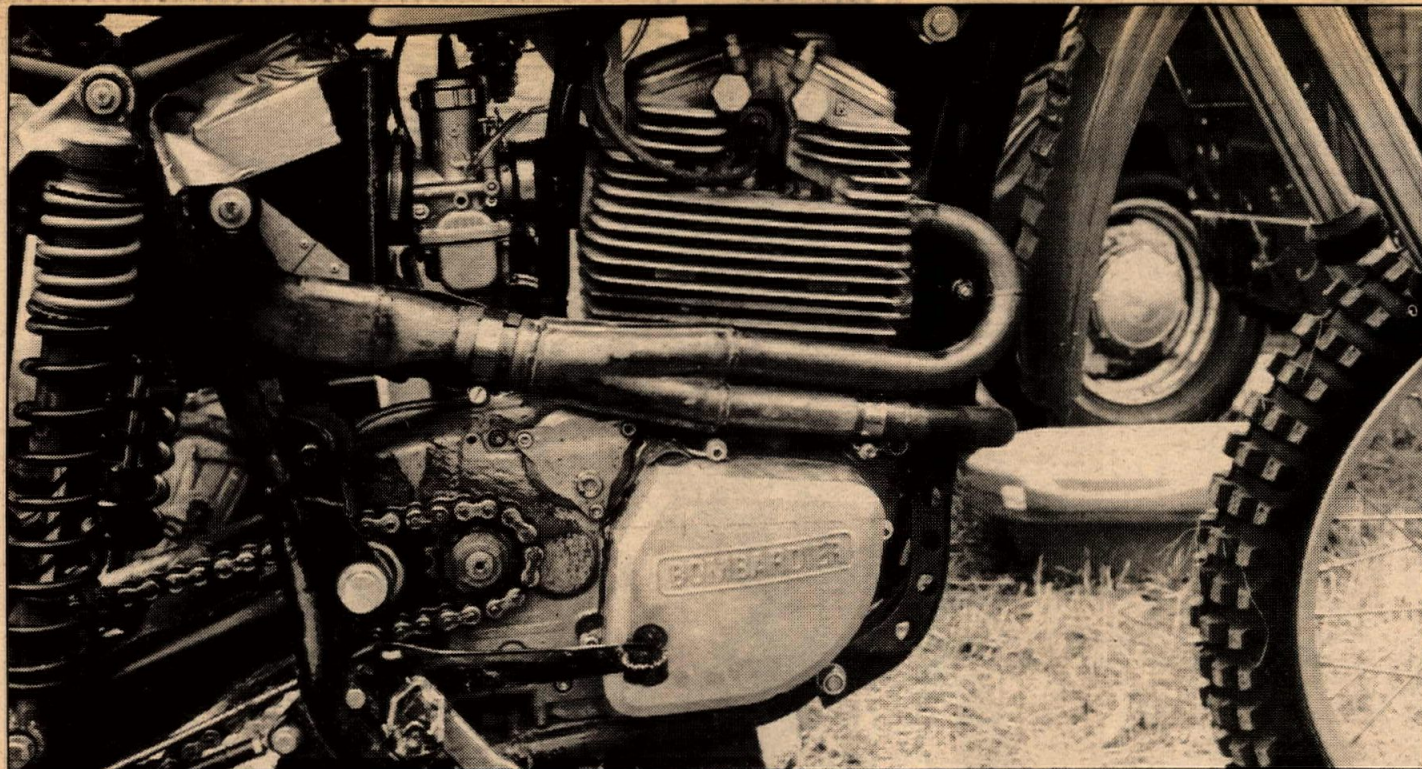
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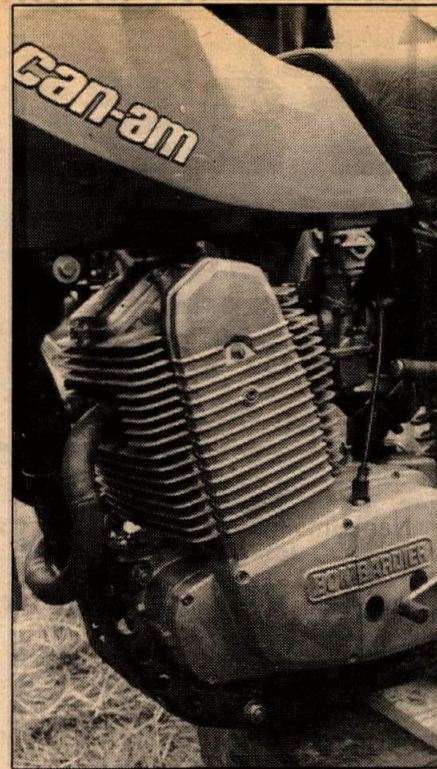
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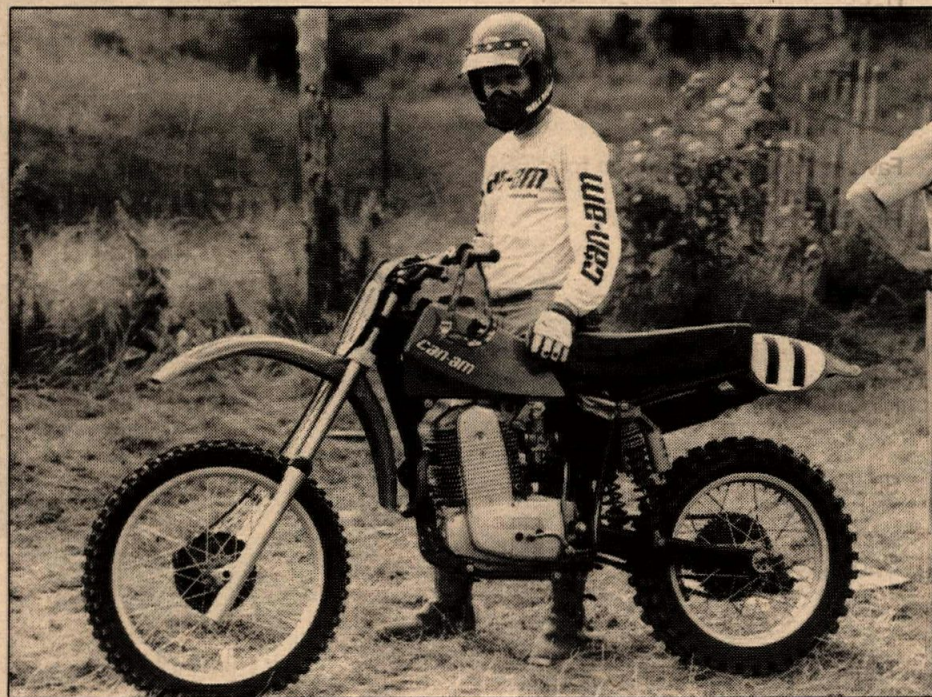
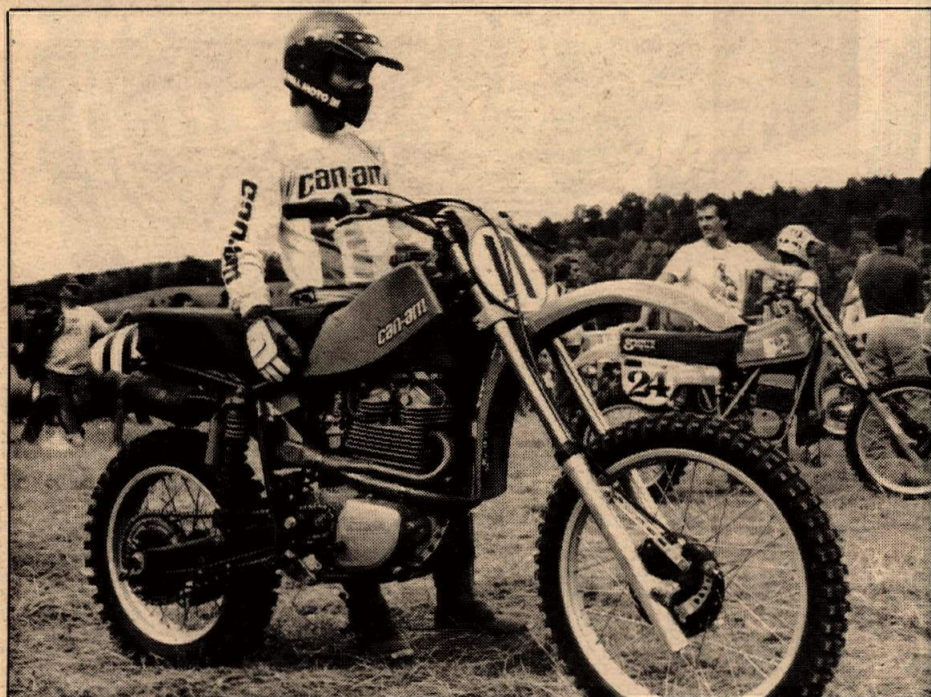
Can-Am's prototype 496cc four-stroke offers a twin exhaust pipe, four-valve overhead cam and 46 horses.



A belt-driven cam is used.

The Marzocchi 38mm fork assembly may be replaced by production time. The Ohlins remote reservoir shocks are not final, either.

Though the motor looked large in the frame, handling didn't seem to be bothered--the bike won one moto, but broke a chain in the second.



Can-Am thumper makes debut appearance

By Marc Lachapelle

The first four-stroke motorcycle to wear the name Can-Am made its entrance in quite honorable fashion, some fifty miles from Valcourt, Quebec, the place of its birth. Ron

Mathews, an Expert enduro and motocross rider, entered the 496cc single cylinder machine in the Support Class at the July 13 final of the USA-Canada Motocross Challenge. He will be riding the enduro version of this motocross machine in this fall's ISDT in France. The green motorcycle he brought to Coaticook had the only third-series four-stroke Rotax engine in existence, cradled in a single-downtube, conventionally-suspended prototype frame.

Mathews took the lead in the first turn of his first Support class heat and

smoothly rode the big four-stroke to a theoretical victory, since he was later penalized one lap for having cut the course. Nevertheless, his purpose had been fulfilled as the quiet and obviously powerful bike had rounded the track at race speeds without a hint of discontent. The red-haired veteran of Canadian motocross and enduro wars was back on the track later but this time on the Canadian Challenge team. His luck was not as good this time around. He fell once and later had to retire with a broken chain. Still, no sign of incompetence from the massive-engined ground-shaker.

Officials from the Bombardier-owned manufacturer were on hand to see their latest offspring take its first racing laps. Marcel Perreault who is head of R&D at Can-Am seemed pleased with the bike's well-behaved performance and also with the attention it drew to itself from the crowd on hand. Of the bike, Perreault said that the company had first aimed for a 1981 introduction but had later decided on campaigning a full National-force team of green (motocross) and blue (enduro) four-stroke Can-Ams beginning as soon as the fall of 1980 and hitting the championship trail in full force for the 1981 season. "We plan on producing some 50 motorcycles for next spring," said Perreault, "and they will be put in very capable hands. There are talks going on right now, so we cannot as yet divulge any big names, but the team should be right in the championship ballpark."

There are no figures available yet as to weight and other critical specs, although some company officials have been reported as saying the bore and stroke of the 500 Can-Am's mill are just about the same as Honda's successful XR's. The engine does carry a four-valve OHC head with twin exhaust pipe in XR fashion. Contrary to the Japanese thumper though, it uses a belt to drive its cam on the left side. According to R&D chief Perreault, the 500 puts out some 46-47

h.p. on the dyno, a figure quite reasonable considering the tradition of power sustained by the Canadian firm since it introduced its first motorcycles in 1973. Furthermore, Mr. Perreault states that the enduro and motocross versions of the bike should differ only very slightly from one another, mainly in the transmission ratios and cam timing departments.

The bike seen at Coaticook carried a Marzocchi 38mm fork but should be equipped with a 42mm or 44mm unit for production, brand unstated. Same thing for shocks: the 500 now uses Ohlin's remote reservoir shocks but that is not final. Still the same with carburetion: a Mikuni is now utilized but tests are being made with Lectron carbs. Rear brake is conical and full-floating and mention should also be made of the fact that the engine uses a counter-balancing system to smooth out the power impulses. It is driven by gear at the crank.

When asked about Can-Am and Rotax's experience with four-strokes, company president Robert Leboeuf, in a previous interview had answered that the engineer responsible for designing the C-A two-strokes is responsible for the four-stroke also. The former have never been known to lack power and innovation and still, that man earned his PhD not in two-stroke but rather in four-stroke engine design. All sceptics are thus warned of the Can-Am's coming.

Fast Facts

John O'Mara

Motocrosser

Name/nickname: John O'Mara/
Johnny O.

Date/place of birth: March 25, 1961/
Encino, CA.

Height/weight: 5'8"/140 lbs.

Girl friend's name: Debbie Robinson.

Current residence: Van Nuys, CA.

Occupation: Professional moto-
crosser.

Hobbies/relaxation: Racquetball and
relaxing at Harry's Empo-
rium in Ventura.

Truck: Dodge D-50.

Favorite food/drink: Mexican food/ERG.

First interest in bikes: 1967.

First bike: Taco 22.

First race/outcome: Motocross at
Indian Dunes/second to last.

Most recent win: Mid-Ohio 125cc
USGP.

Size/make of current racing bike: 125cc
Mugen waterpumper.

Sponsors: Mugen USA, Scott, Elec-
tro helmets, PJ1, Tsubaki
chain.

Tuner: Tom Halverson.

Biggest gripe about racing: Not enough
purse races.

Most respected rivals: Broc Glover
and Mark Barnett.

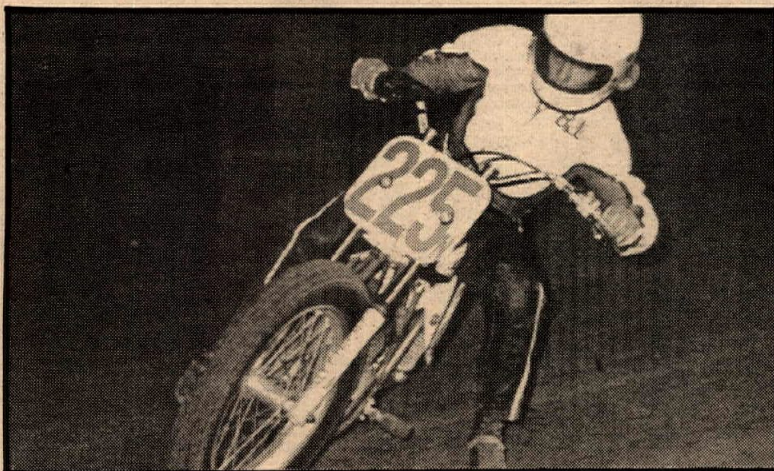
Reasons for racing: That's all I've ever
done and it's my job.

Future racing ambitions: To work as
hard as I can to be Number
One in the 125cc Nationals.

Additional info: For my good friend
Tim Locey to be back in
racing.



POWERJET

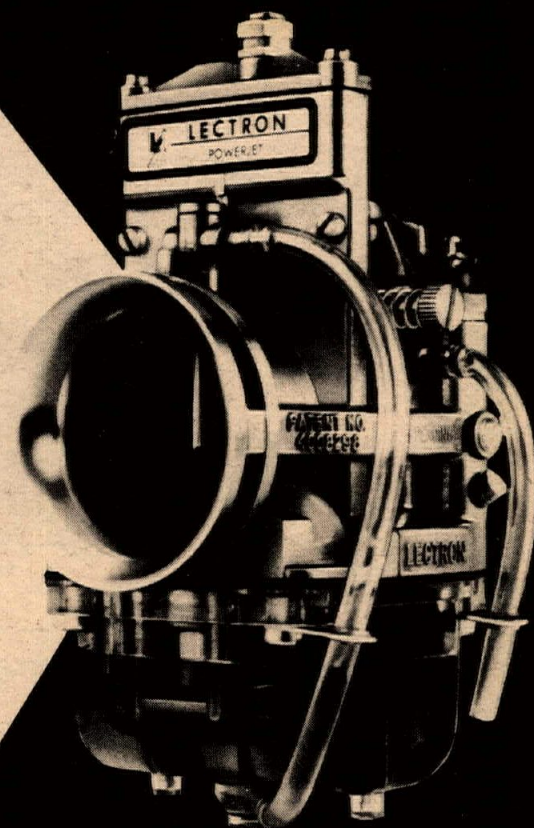


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Sam Willis couldn't advance past the semi final round after encountering eventual winner Bo O'Brochta.

O'Brochta, Carpenter & Kizer on top at Darlington drags

By Tom Pitts

DARLINGTON, SC, JULY 19

The IDBA Sunshine Nationals turned into a literal run against the clock. The event at Darlington International Dragway was squeezed from a normal easygoing three-day affair into

a hectic one day plus due to South Carolina's blue law against Sunday sporting events. The switch from the original Tennessee site to South Carolina left little time to obtain the necessary dispensation from various governing bodies needed to race on Sunday.

However, the racing was well worth the trying times and after three rounds of the six-round IDBA schedule, the points battles in all the Pro divisions are shaping up to go right down to the final event before crowning champions.

"It's hard on everybody," said IDBA pit boss John Eudy. "Try to cram two days of racing into one. Allotted times for call-up and staging are not flexible, racing is almost non-stop and we have to be finished by midnight Saturday."

As if this wasn't enough, a thunderstorm delayed the event for two hours late in the afternoon. Once it stopped, spectators helped by driving up and down the strip trying to dry it. Many records would've been broken Saturday night when it turned cooler,

but the dampness from the afternoon rain kept the records in place.

Danny Johnson, on a blown Kawasaki, shattered the old Top Fuel IDBA record before the rains came with a number one qualifying time of 7.67 seconds/194.80 mph.

Top fueler Roy "Frog" Thacker encountered problems after qualifying third early Saturday. "We blew a head gasket off the line and initially thought that was our only problem." Thacker found out shortly they had a broken crank. "It's one thing to be eliminated by another racer, but to lose like this."

Semi action in Top Fuel saw two Harley's in one and two Kawasaki's in the other. Elmer Trett squared off against Pete Hill. Trett, on a double engine hog sidelined Hill with an 8.26/175.78 run to Hill's 8.76/159.51.

The other semi showed the importance of the holeshot as Bo O'Brochta ripped off a 7.91/181.25 trip to Sam Willis' losing 9.91/191.56.

It was a classic Top Fuel final as the double Harley paired off with the inverted blown Kawasaki. O'Brochta, the victor, put Trett's Harley on the

trailer with a 7.88/182.55 winning ride.

The big surprise in Pro Stock Eliminator was the entry of Mr. R.C. Engineering, Russ Collins himself. The Top Fuel champion showed up with Bob Carpenter's old Kawasaki 1000. Collins said, "I would've run Top Fuel here, but the bike is being re-worked and it's just not quite ready. We do plan to run Top Fuel at all other IDBA events this year. I plan to compete in Pro Stock at all other events, including NMRA and NHRA sanctions. Pro Stock racing is what R.C. Engineering promotes and the competition is very challenging. I haven't ridden a sit-up street bike in eight years and Carpenter's bike was a good opportunity for me to compete in a different division. Bob had decided to ride the Suzuki this year so I wasn't going to let it go to waste."

Collins had a very impressive effort his first time out. He qualified seventh, but ironically was eliminated by Carpenter in one of the quarter final runs.

Carpenter blistered the strip with an 8.98/147.54 ride in one semi defeating "Superbike Mike" Keyte. Mike's 9.17/144.64 had gained a berth to the semis setting down top qualifier Sid Pogue.

Carpenter, sponsored by R.C. Engineering, was to duel Terry Vance in the final. Vance, sponsored by U.S. Suzuki and Vance & Hines Racing, gained a ride to the final by eliminating Hamp Osborn in a quarter final run. Vance then burned

a 9.00/141.76 to ambush Wayne Buckler. For the second time in three events, Carpenter took the Pro Stock points home with a winning 9.05/147.05 to Vance's 9.10/148.02. The point standings are very tight in this eliminator division.

Super Eliminator produced top action with Mike Bruso in one semi against Bob Malloy. Bruso layed down a record-bordering 7.88/175.09 ride on his Power Enterprises-sponsored Kawasaki to defeat Malloy.

In the other semi, Terry Kizer, sponsored by MTC, gained a berth to the final defeating George Babor. Kizer's winning 8.35/147.05 edged out the slower Babor.

Kizer pulled off the win in the final in a very close run. Kizer's 8.21/168.22 was just enough to edge Bruso's 8.22/174.41 in a wild finish. The race was won off the starting line.

Pro Comp Eliminator is the only Pro division that has a handicap between a normally aspirated machine against a turbocharged power plant. Larry Pavlick gained a ride into the final winning out over Bruce Tweedell. In a tight race, Pavlick's 9.41/141.73 squeezed out Tweedell's 9.45/143.08.

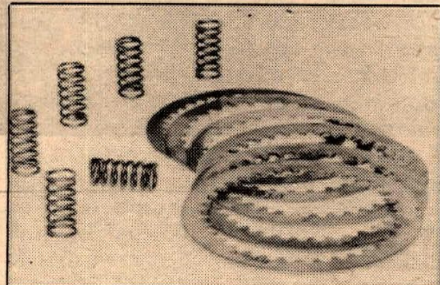
Other Pro Comp semi action saw the Orient Express-sponsored Kawasaki ridden by Jon Baugh defeat Elraldo Ferracci. Baugh's quicker 8.36/164.22 proved too much for Ferracci's 8.68/159.85.

The handicap dialed into the timing computer did little to make any difference as Baugh red-lighted, handing Pavlick the win. Larry's winning time was 9.11/139.78.

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In motocross action KRW rider DARRELL SHULTZ won third place against World Class competition in the United States Motocross Grand Prix at Unadilla, NY.

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SPEEDWAY WEEK

Faria and Morse fly at Cal Expo

By Jann Houston

Photo by Terry Parmeter

SACRAMENTO, CA, JULY 18

"Flyin' Mike" Faria was a real winner at Cal Expo tonight winning his Handicap Heat, Handicap Semi, Scratch Heat, Scratch Semi and finally, the Scratch Main, ending Paul Orlandi's four in a row. In fact, he missed an all win evening by inches, placing second in the Handicap Main. Mike proved once again why he wears the big number one on his navy blue and red leathers, northern California's top AMA point man for the third consecutive year.

Faria shot into the lead out of the starting gate in the Scratch Main with "Dynamite" Denny Pyeatt, back home at Cal Expo from down south for the first time this year, in second. In turn of lap two, "Incredible" Eddie Ingels came under Pyeatt taking second, Pyeatt dropped to third with Orlandi fourth. At this point, Ingels and Faria became a side-by-side, two-man race battling it out changing position time after time by never more than inches, thrilling the crowd. At the checkered flag it was Faria in a photo finish, Ingels second, Pyeatt third and Orlandi fourth. Faria had turned on another lap four, turn four Faria finish.

In the Handicap Main, "Chargin' Charlie" Morse, who like Pyeatt came home to Cal Expo tonight, thrilled the crowd holding off the almost unbeatable Mike Faria to take the checkered flag in a fast and crazy Handicap Main. It was Marv Webster in the lead out of the starting gate. In turn three on lap one, Marc Prince went down causing a lay down by Eddie Ingels. It was at this point that Morse went wide to take the lead, Faria moved to second, Al Yarrow was third and Webster slipped to fourth. As the race continued the thrills came with Morse and Faria, as "Chargin' Charlie" did just that, holding the lead from lap two to the checkered flag with Faria threatening in every turn.

The Division Two Main was fast, wild, crazy and with the permission of the winner, I must say it was a win by default. Gary Abel, last week's winner in his first night in Division Two was in the lead until he went wide in turn two on lap two. At this point Steve Vieira took the lead, Mark Dragony was in second and Abel slipped to third. Vieira could only be described as smooth and fast as he held a clear, comfortable lead.

On lap four, Ron Sweeton, Dragony and Bob Holmes crashed into the wall. Vieira lost power about 30 feet from the checkered flag and Abel came from way back there to take the checkered flag. Vieira coasted across for second and Harlan Bast, Jr. took third.

The win in the Division Three Main went to Jim Thrasher from Reno, racing for the first time four weeks ago. Doyle Jester was second and Jerry Laney was third.

Twelve-year-old newcomer Paul Cornelius, also from Reno, surprised everyone with his speed and style in the Junior Main, holding the lead until lap four, turn three when John Cryer took him on the outside. At the finish it was Cryer, Cornelius and Bart Bast. Watch out for Paul, he's got style!

Results

SCRATCH MAIN: 1. Mike Faria; 2. Eddie Ingels; 3. Denny Pyeatt; 4. Paul Orlandi.

HANDICAP MAIN: 1. Charlie Morse; 2. Mike Faria; 3. Al Yarrow; 4. Marv Webster; 5. Eddie Ingels; 6. Marc Prince.

HANDICAP CONSOLATION: 1. Duane Yarrow; 2. Tom Ferris; 3. Paul Orlandi.

DIV II MAIN: 1. Gary Abel; 2. Steve Vieira; 3. Harlan Bast, Jr.

DIV III MAIN: 1. Jim Thrasher; 2. Doyle Jester; 3. Jerry Laney.

JR MAIN: 1. John Cryer; 2. Paul Cornelius; 3. Bart Bast.

Hutchison and Prince prevail in Napa

By Jann Houston

NAPA, CA, JULY 19

"Wild Child" Glenn Hutchison made an outstanding comeback at Napa tonight after a very disappointing evening at Cal Expo last night. He began the evening by winning his Handicap Heat and Handicap Semi, took second in his Scratch Heat, won his Scratch Semi, placed second in the Handicap Main and came back fast and flyin' to end the evening taking the checkered flag in the Scratch Main.

As the gate went up in the Scratch Main, Hutchison took the lead from position two with Ferris in second off the pole. Hutchison was uncatchable as he took the turns holding the pole, making it impossible for Ferris or Faria to do anything but wait for a mistake that never happened. At the checkered flag it was Hutchison, Ferris, Mike Faria and Allen Yarrow.

In the Handicap Main, Yarrow was in the lead until he went wide on lap three in turn two; Prince moved into the lead, Hutchison second and Ferris third. Hutchison put on pressure as Prince held the pole and took the win, raising his fist in jubilant victory.

The Handicap Consolation looked more like the usual Handicap Main with riders such as Mike Faria, Charlie Morse and Eddie Ingels transferring to the Consolation rather than the Main due to a combination of luck and circumstances. Even more surprising was the finish as Joe Leduc, up from Division Two for the second week, took the lead and clearly held it to take the checkered flag. John Volk was second, Eddie Ingels third. This was Joe's second win in the Handicap Consolation, doing it his first night in Division One at Cal Expo. He took second in the Handicap Main at Napa last week.

Division Two seemed to be jinxed at Napa tonight. Harlan Bast, Jr. suffered a broken leg in his heat race. According to reports from the hospital, he broke two bones and will be hospitalized for a few days and in a cast for four or five months.

The Division Two Main was a real classic! Danny Montgomery was in the lead when he went down between turns three and four on lap one. The crash that followed can only be described as spectacular as Dave Schlosser and Pat Linn flew over Montgomery and through the air like they'd been shot from a cannon, leaving their bikes somewhere behind! At that point, refs Ron Day and Truman Bailey decided to run the next event in order to allow time for the riders and bikes to get straightened out.

On the restart, Craig Elstins broke the tape and was eliminated. On the second restart, Jack Forseth was in the lead followed by Schlosser, Linn and Montgomery. In turn one of lap three, Montgomery went down. Forseth was black-flagged when he lost a muffler. Schlosser took the checkered flag and Linn took second. Everyone survived.

In the Junior Scratch Main, Bart Bast took the win, Mike Parsons was

second, John Houston, Jr. third and Bobby Hedden fourth.

The Napa Wine Cup Championship on July 26 will close the 1980 season. Promoter Dennis Robinson is already making plans for 1981.

Results

SCRATCH MAIN: 1. Glenn Hutchison; 2. Tom Ferris; 3. Mike Faria; 4. Allen Yarrow.

SCRATCH CONSOLATION: 1. Duane Yarrow; 2. Dave Faria; 3. Marc Prince; 4. Paul Orlandi.

HANDICAP MAIN: 1. Marc Prince; 2. Glenn Hutchison; 3. Tom Ferris; 4. Mike Delacy; 5. Dave Faria; 6. Allen Yarrow.

HANDICAP CONSOLATION: 1. Joe Leduc; 2. John Volk; 3. Eddie Ingels; 4. Mike Faria; 5. Charlie Morse; 6. Mike Belanger.

DIV II MAIN: 1. Dave Schlosser; 2. Pat Linn; 3. Danny Montgomery.

JR MAIN: 1. Bart Bast; 2. Mike Parsons; 3. John Houston, Jr.; 4. Bobby Hedden.

...And it's "Insane" McLain in the Main!

By Bill R. Locey

VENTURA, CA, JULY 22

Bobby "Insane" McLain, the Fillmore Flash, in his best outing of the season, dazzled the home folks as he won the Scratch Main at the Ventura Raceway on a foggy Tuesday night. Jan Ballard had fun, too, as he rode well all night in making both Mains, winning the Handicap off the 20-yard line.

After a week's worth of hoopla, the featured star of the evening, the invisible Shawn Moran, failed to show up due to a late flight from England. However, a number of NorCal riders turned up to tune up for the National Qualifiers due to begin here in two weeks.

Also making his first appearance here in who remembers when was Mike Curuso, a veteran of the British Speedway League in 1978, a three-time participant in the Nationals (second in 1973) and all around hot rider. Curuso plans to ride here for the remainder of the season and return to England next year.

Handicap racing started with a boom, or rather a series of them, as nine riders hit the dirt in the first four races won by Keith Chrisco, Tom Morley, Curuso and Moose Kennedy in his new duds. Alan Christian crashed while leading his heat, remounted and still managed a transfer spot. He was not so lucky in the semi. The Ventura points leader went down again, this time reinjuring his back, a problem which kept him at home all last week. His status for next week is doubtful.

In the Main, Ballard got a great start and led all the way in making the whole thing look easy. Shawn McConnell held off Kennedy for second. Curuso's bike pooped out, forcing him to settle for fifth.

Bobby McLain had a battle royale in each of his Scratch rides en route to his victory in the Main. He managed to hold off Chrisco in his heat race after Denny Pyeatt had taken a Bast-sized lead. In the Semi, McLain won a two-lap, bump-and-run battle with Curuso for another second place finish, this time finishing behind Ballard.

In the Main, Charlie Morse got the gate with the Fillmore Flash right behind him. After a three-lap battle in which the lead changed hands numerous times, McLain took the lead for good and held on to win the race by a wheel. A broken leg suffered last year at Costa Mesa had sidelined McLain until just a month ago.

Eddie Clark of Cerritos won his third Main event in Ventura, and his first-ever Second Division trophy. After winning his heat and the Main easily, Clark is history off the zero and will be

moved back accordingly. Bobby Hill of Ventura, after coming from nowhere to second with a frantic outside maneuver in his heat race, returned from whence he came with a crunching crash. He managed to stagger off under his own power.

Last week there was no crashes in Third Division racing. This week they reverted to form with five crashes in the Main. Chris Hedge was the winning survivor. Henry Swain was a close second for a couple of laps until his bike decided to retire early for the evening.

The noise resumes Tuesday night, and direct from England — nobody...

Results

SCRATCH MAIN: 1. Bobby McLain; 2. Charlie Morse; 3. Jan Ballard; 4. Denny Pyeatt.

HANDICAP MAIN: 1. Jan Ballard; 2. Shawn McConnell; 3. Moose Kennedy; 4. Bobby McLain; 5. Mike Curuso; 6. Tom Morley.

SECOND DIV: 1. Eddie Clark; 2. Mike McCarthy; 3. Craig Bradley.

THIRD DIV: 1. Chris Hedge; 2. Dave Wooten; 3. Henry Swain.

MATCH RACE: Mike Muntean def. Charlie Morse.

Bast and King conquer Ascot

By Gary Hoffman

GARDENA, CA, JULY 24

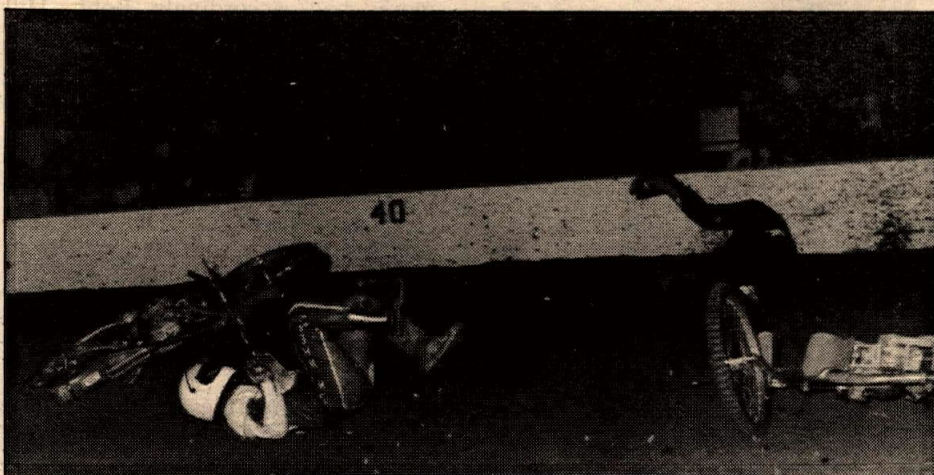
Though there was much disappointment as Shawn Moran didn't show up while his bike waited patiently for him in the infield, Speedway racing was as fast and exciting as always here at Ascot on Thursday nights. Dubb Ferrell made his first appearance here at Ascot this year after being out for several weeks and looked to be a tough competitor next time out, as he rode fast and smooth on the big quarter-mile.

The Feature Match Race pitted national champ Michael Bast against Denny Pyeatt. Pyeatt quickly shot by Bast in turn two of the first lap and held on to take the checkered first in the two lapper.

In the Second Division Main, after what seemed an eternity to get started, Jeff Carmello (who normally rides First Division) took first place coming from the 30-year line. Cary Faas rode a fast second place, leading most of the race on his brother Leni's bike, with Mike McCarthy riding an impressive third.

With the start of the Handicap Main, Dave Miller shot out front with Tom Morley right behind till Jan Ballard, who had been riding hard all night, slipped into the lead. For the next couple of laps Ballard held his lead with Morley right behind Pyeatt and Lance King battled for third. The last lap brought all the changes: Morley edged out in front of Ballard while King went over Ballard and under Morley in the last turn just in time for the checkered flag and the trophy.

The Scratch Main event brought together four of the top seven point scorers here at Ascot, with Denny Pyeatt on the pole position, Mike Bast next to him, then Lance King (top point scorer) and the "Chrisco Kid" Keith Chrisco on the outside. The tapes went up and Bast shot out first with a very fast start while King followed and Pyeatt and Chrisco battled for third. The race stayed the same with Bast holding his lead and King behind him. At the very last moment, Pyeatt turned on the power coming off the last turn and seemed to squeeze by King at the finish line. But after a minute, it was announced that King had held second place with Pyeatt in third and the crowd made it obvious that they all didn't agree. At least the debate wasn't for first!



Allen Martin (left) failed to walk away in Costa Mesa's Second Division Main.



Jim Turner mixes it up in Costa Mesa Third Division action.

Results

FEATURE MATCH RACE: Denny Pyeatt def. Mike Bast.
SECOND DIV MAIN EVENT: 1. Jeff Carmello; 2. Cary Faas; 3. Mike McCarthy.
HANDICAP MAIN EVENT: 1. Lance King; 2. Tom Morley; 3. Jan Ballard.
SCRATCH MAIN EVENT: 1. Mike Bast; 2. Lance King; 3. Denny Pyeatt.

Bast and Fishback fly at IMS

By Scott Daloisio

SAN BERNARDINO, CA, JULY 23
Defending National Champion Michael Bast won his fifth Scratch Main of the season at Inland Motorcycle Speedway Wednesday night. Bast, who started in the number three position, jumped out front at the start ahead of the "Chrisco Kid" Keith Chrisco, John Sandona and Gene Woods. Woods and Sandona came together in turn two on the opening lap, dropping them both from contention. At the end of lap one, Bast had established a comfortable lead with Chrisco a distant second. Woods dropped out with mechanical problems at the start of lap three. Bast hung on for the final two laps to record the victory. Chrisco came in second with Sandona third and Woods getting credit for fourth.

Jim "The Animal" Fishback made it two Handicap Mains in a row at IMS as he defeated Derek Gage and Jan Ballard. Tom Burmeister took the lead from the 10 at the start over Gage, Ballard, Sandona, Fishback and Woods. Woods hit the dirt in turn two on the first lap and retired to the infield. Burmeister led at the end of lap one with Gage taking over down the back chute. Sandona went down hard in turn one on lap three. Fishback had moved up to second and began to challenge a stubborn Gage for the lead. "The Animal" went to the outside to take the lead from Gage at starter Sid Sutton's white flag. Fishback led the final lap and gave the crowd a clenched fist salute as he came down for the checkers. Gage hung on for second ahead of Ballard, Burmeister, Sandona and Woods.

Dwight Hill outdistanced the field to score his second victory of the season in Second Division. Hill took the lead from his number three starting position over pole sitter "Crazy" Ed Thurman, Moose Kennedy and Cary Faas, who was having problems. Thurman got by for the lead coming out of turn two on lap one to take the lead. Faas spun in turn four on lap one and decided to call it a night. Thurman led through lap two with Hill moving back into the lead on the back chute on lap three. Hill proceeded to open up a comfortable lead which he held to the checkers. Thurman hung on for second followed by Kennedy with Faas ending up fourth.

Jeff Havacko outdueled a determined Jeff Allison to score his second Third Division victory of the season at IMS. Havacko moved out front at the start over Kenny Williams, Allison, Steve Bauer, Eddie Clark and last week's winner David Wooten. Allison got around Williams for second in turn two and then pulled alongside Havacko where he stayed the rest of the way. Havacko and Allison battled side by side with neither able to gain an advantage. It was nip and tuck as they each tried to inch ahead. Allison bobbled in turn one on lap three, but managed to stay with Havacko. The battle continued the final two laps with Havacko taking first by inches at the checkered. Finishing behind Havacko and Allison were Clark, Williams, Wooten and Bauer.

August 6 will be Gene Wood banner night at IMS. All Gene Woods fans are urged to bring a banner to show their support for the popular rider who thrills everyone with his nightly rides on the cushion.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Keith Chrisco; 3. John Sandona; 4. Gene Woods.
HANDICAP MAIN: 1. Jim Fishback; 2. Derek Gage; 3. Jan Ballard; 4. Tom Burmeister; 5. John Sandona; 6. Gene Woods.
SECOND DIV: 1. Dwight Hill; 2. Ed Thurman; 3. Moose Kennedy; 4. Cary Faas.
THIRD DIV: 1. Jeff Havacko; 2. Jeff Allison; 3. Eddie Clark; 4. Kenny Williams; 5. Dave Wooten; 6. Steve Bauer.

Chrisco and Christian conquer Costa Mesa

By Ken Kellogg

COSTA MESA, CA, JULY 25

Taking one week off didn't affect the crowd at Costa Mesa too much. It was good sized and the races, as usual, had a few surprises. Surprise number one found old timer Mike Curuso out of retirement and out to race. Mike said he hoped to be able to score like the good ole days. Unfortunately, he didn't. Mike did look good in his heat, but was unable to last all four laps and finished last. It was good to see him back and if he ever gets it together again, new speedway fans will have a real treat.

Surprise number two was Alan Christian in his first Handicap Heat race with a DNF. Alan collided with Steve Nutter causing a red flag and a restart.

Surprise number three was the Scratch Semi-final, which matched Christian, Shawn McConnell, Brad Oxley and Mike Muntean. First out of the gate was "Bad" Brad followed by Shawn and Alan. In turn one of lap two, Christian moved inside McConnell and took over second in the straightaway.

Oxley was about three bike lengths ahead in first place by now and was not about to slow down. On the next lap, Christian gained about one length on Brad, but it wasn't enough and that's how they finished: Oxley, Christian, McConnell and Muntean.

At halftime, the Feature Match Race pitted Dave DeTemple against Dubb Ferrell. The gate went up and DeTemple was outside but first into turn one. Ferrell moved underneath and right into first in the straightaway. DeTemple, still on the outside, took back first but as soon as they locked 'em up for the turn, Ferrell went back into the lead and that's how they finished. But Bruce Flanders apparently not happy with the race and asked the fans if they would like to see it again. Of course the stands shook with an earth-shaking "yea!"

The rematch was set and away they went. This time, DeTemple came out on top. Flanders, trying to be fair, asked them to make it the best two out of three. Staged and ready to go, Ferrell's clutch got too hot. Dubb shut it off and started to walk away but fortunately, Flanders (by way of the P.A. system) reminded him that he did have a back-up bike. So, the race was to continue. To keep things hopping, the Junior Speedway guys put on a show.

On the rematch, Ferrell came out first and DeTemple was only about one tire length behind. In the straightaway, DeTemple took over first and moved inside Ferrell. Going into the second and last lap, Ferrell took back the lead, but he was on the outside and had to take the turn wide. DeTemple gained some ground but Ferrell took it right back in the straightaway. Going into turn three, DeTemple took over by not even a tire's width. Ferrell was still outside and suddenly lost it in the soft dirt. He went down and DeTemple won the best two out of three.

Surprise number four was the Third Division Main — no crashes! Craig DePhillippi had the race won from the start. The battle was for second place. As Rusty Jennings tried frantically to work his way out of fourth place on the third lap, he passed Craig Young and Pat Smith both by taking the soft outside, but was too far behind the leader and could only muster up a second place.

The Second Division Main got off to a bang. Unfortunately for Alan Davidson, he banged into another bike and caused a restart. On the second lap, turn four of the restart Allen Martin (who is improving every week) was in third place and about to take over second by going under George Armas. But he cut it a little too close and their bikes locked. George was thrown to the outside and Allen's bike went down,

but on the way over the top of the bike (a perfect endo) Allen's handlebar got him in the back near the kidney. He was carried off on a stretcher, but later was up and walking around. The race was called official with Jeff Havacko declared the winner, Armas second, Martin third and John Foster fourth.

In the Handicap Main, there were three riders from the 20: Charlie Morse, Phil Gagnon and Sterling Cogar. Keith Chrisco was alone on the 30 with Brad Oxley and Craig Schaefer on the 40.

The first lap was pretty much predictable as all three guys from the 20 were in first, second and third places. On the second lap, Chrisco moved inside both Cogar and Morse and in an instant was in second place. Right behind Chrisco were Schaefer and Oxley.

On the third lap, Chrisco picked up speed in the straightaway and before Gagnon knew what was happening, Keith was alone in first. Phil managed to hold off both Schaefer and Oxley who were right behind Chrisco and ready to pass.

Lap four kept them in the same positions with "The Chrisco Kid" winning another Main event. Second was Gagnon, followed by Schaefer and Oxley.

The "big banana," the Scratch Main, was a rematch of an earlier event — Alan Christian versus "Bad" Brad Oxley. Two other top Division One riders made the Main and neither one was about to give this race to anyone; they were Dave DeTemple and Denny Pyeatt.

With all riders staged and ready to race, the gate went up, but wait, what's this? Denny Pyeatt's in turn one first. Christian and Oxley battled it out for second with DeTemple in fourth.

Could it just maybe be an upset? No way, Alan Christian is just plain too good and professional to ever give up and in the straight on lap two he flew past Pyeatt and took the more familiar lead position. Denny wouldn't give up, tried the outside and for an instant, was back in first, but Christian was on the inside and had a shorter distance to travel. Pyeatt got caught in the soft dirt and both Oxley and DeTemple moved past him.

So, Christian remains "king" of Costa Mesa with his eyes toward the Nationals, but with his mind on the present races, Alan is going to be tough to beat. If anyone beats him, chances are it'll only happen once.

Results

HANDICAP MAIN: 1. Keith Chrisco; 2. Phil Gagnon; 3. Craig Schaefer; 4. Brad Oxley.
SCRATCH MAIN: 1. Alan Christian; 2. Brad Oxley; 3. Dave DeTemple; 4. Denny Pyeatt.
SECOND DIV MAIN: 1. Jeff Havacko; 2. George Armas; 3. Allen Martin; 4. John Foster.
THIRD DIV MAIN: 1. Craig DePhillippi; 2. Rusty Jennings; 3. Pat Smith.

Western hotline



Mike Looper finished third in the 125cc qualifier class at Saguaro.

Peterson bounces back at CMC Ascot MX

By Tom Corley

GARDENA, CA, JULY 16

After missing a few weeks of racing action, Todd Peterson from Orange came back to Ascot and didn't lose his touch for winning the Pro classes. He took his two class quota once again and this included the 125 and 250cc Pro wins.

The 250cc Pro race was one of the best of the night. How Todd is able to win each time is unbelievable, especially after another rider gets an early lead. Danny Westergaard is the best at the start of the race. Dan shot out front in both motos but couldn't hold off Peterson who somehow always manages to work his way on by.

In the first moto, Westergaard got the holeshot and held the lead for some time. Todd made his move in a sweeper and smoothed on by for first. Danny was second while Scott Johnson followed the two Yamahas on his Honda. Norman Nilsson wasn't in the lineup because he broke his left hand fooling about on a bicycle.

In the second moto, Westergaard got the early lead again and he should have gone all the way. But then he dropped his bike in a corner and this allowed Pete Murray and Peterson to go on by. Danny was out of luck from there on out. Todd soon was in first ahead of Murray and Boo Stichter.

Peterson got a good break in the second moto and about the only negative thing that happened was the fact that he knocked over a trash can on one corner and this cut his hand. Peterson walked away with the overall 250cc Pro bucks ahead of Murray, Gary Jones, Val Tamietti from Track 'N Travel and Stichter.

The 250cc Intermediate race was just filled with excitement. DeVon Farley controlled the first moto ahead of Randy Sciarra and Doug Davenport.

Ron Olson would have won a top position, but he bailed off his Honda in the first moto. Olson rolled from the top level of the track to the lower level as he approached the second corner.

Sciarra clinched the second moto win and Farley was out with a bent lever. Gary Sewell was second on his Ammex ahead of Tim Hammer.

Scott Graham was another rider who went off of the upper level embankment just like Olson did. Scott was shot down in the first moto because of that. Graham was in the 125cc Intermediate race and Craig Westergaard earned the first moto win ahead of Mark Harpwood and Donnie Luce. Luce improved in the final moto and took first and was followed by Randy Sciarra who was the 250cc Intermediate winner. Mark Allen was third in that final moto. Overall it was Luce, Sciarra, Mark Harpwood and Allen.

There were five Mini classes and by far the biggest turnout was in the Junior division. In the first division, Dan Carpenter went for two wins on his Suzuki. Dan had to battle with Terry Woody for the lead, but overcame him. Woody had a 3-2 score which put him in front of Dave Perry who usually races at OCIR. Jeff Barbacovi has had his share of problems lately and has either fallen or had a pipe leak. All was well tonight, though, and Jeff was second in the first moto and did finish fourth overall in front of Edward Gauley.

Results

50 JR: 1. Gary Morton (Suz); 2. Richy Thorwaldson (Suz); 3. Jason Jones (Suz).

50 INT: 1. Newton Acevedo (Suz); 2. Jason McFarland (Suz); 3. Prax Cruz (Suz).

MINI JR DIV 1: 1. Dan Carpenter (Suz); 2. Terry Woody (Suz); 3. Dave Perry (Suz).

MINI JR DIV 2: 1. John Davis (Suz); 2. Eric Gonzales (Suz); 3. Donny Fish (Hon).

MINI INT: 1. Duane Summers (Yam); 2. Steve Evinger (Suz); 3. Danny Tinsman (Kaw).

100 JR: 1. Michael Buchanan (Suz); 2. Jason Stephens (Suz); 3. Brad Kelly (Yam).

125 JR DIV 1: 1. Bill Eisenacher (Hon); 2. Paul Ellis (Suz); 3. William Kelly (Yam).

125 JR DIV 2: 1. Steve Haddon (KTM); 2. Bill Fullmer (Yam); 3. Terrence Mumford (Yam).

125 INT: 1. Donnie Luce (Yam); 2. Randy Sciarra (Suz); 3. Mark Harpwood (Yam).

125 PRO: 1. Todd Peterson (Yam); 2. Ross Maeda (Suz); 3. Steve Postlewaite (Hon).

250 JR DIV 1: 1. Wayne Wermmont (Hus); 2. Dean Manley (Mail); 3. Michael Tarkington (Kaw).

250 JR DIV 2: 1. Orich Joiner (Mail); 2. Allen Padilla (Kaw); 3. Ronald Spinak (Suz).

250 INT: 1. Randy Sciarra (Suz); 2. Doug Davenport (Yam); 3. Mike David (KTM).

250 PRO: 1. Todd Peterson (Yam); 2. Pete Murray (Mail); 3. Gary Jones (Amx).

500 JR: 1. Chris Jackson (Yam); 2. Paul Lavoie (Mail); 3. Trey Campbell (Yam).

500 INT: 1. Steven VanZant (Mail); 2. Michael David (KTM); 3. Dickie McMillen (Hus).

500 PRO: 1. Alan Smith (Hus); 2. Val Tamietti (Mail); 3. Paul Sedler (Hus).

OVER 30 JR: 1. Gary Sigman (Suz); 2. Jim Maxwell (Yam); 3. William Misener (Yam).

OVER 30 MASTERS: 1. John McManaway (Yam).

WOMEN: 1. Coleen Ronan (Yam); 2. Winona Richardson (KTM).

Wargo, Kehoe dominate AMA Southwest qualifier

By Bob Keyes

Photos by Ed Mores

TUCSON, AZ, JULY 19

There never seemed to be a dull moment at Saguaro Raceway for the AMA area nine qualifier.

If it wasn't the thunderstorms and rain, it was the wild competition that kept the crowds on the edge of their seats. The leaders battled back and forth so much in every race that it was hard to tell who was out front.

That is except for Bryan Wargo of Antioch, CA who grabbed first overall in both the 125 and 250cc Expert classes. But then, he had to pick between qualifying in one or the other, according to AMA rules. He picked to go on to the other leg of the area nine qualifier in Porterville, CA August 10 on his 125cc Yamaha, backed by Pacific Racing Enterprises.

It only seems appropriate for him to pick the 125cc win because it was definitely the most exciting race that Tucson has had in a long time — with the lead bouncing back and forth between the California riders and local factions more times than the crowd could stand.

In the first 125cc Expert moto Tucsonian Buddy Thomison pulled a spectacular holeshot with Roger Hensley second and Mike Looper third. Wargo was cut off in the holeshot and was back in sixth. The only real change in the first four laps was Tibbs McCullough who worked his way up to fourth from an eighth place start.

Then Hensley was attempting to pass Thomison going up Sunshine Hill and got cut off, sending Hensley into an endo into the side of the hill. When the dust cleared, Thomison remained out front while Looper emerged second, Mike Beier third and McCullough fourth. All four leaders were within one second of each other now as Hensley fell back to eighth place.

Looper then began to put the pressure on Thomison, trying to pass him several times. Then he did when they were coming out of the valley, but only held on to the lead till the top of Sunshine Hill.

After that, it seemed as though Looper might be having some problems as he fell back four places, leaving Thomison out front, then Beier, McCullough, Wargo and Looper. Wargo seemed to be making his play on McCullough when all of a sudden Thomison crashed in the berm on top of Sunshine Hill, taking Beier, McCullough and even Looper down with him. It was then that Wargo emerged — flying right around the pile-up and into a substantial lead that he ended up stretching into a formidable 20 second lead.

After the pile-up, Beier came up in second place, followed closely by Looper, McCullough, Hensley and

Thomison. So as Wargo pulled out further and further ahead, Looper, McCullough and Hensley all passed Beier, one after another. Then McCullough and Hensley both passed Looper as it seemed he was having problems, at the at time — there were two laps to go.

In the last half of the last lap after Wargo got the checkered flag, Erik Kehoe passed both Looper and then Hensley just one turn before the finish. Tibbs McCullough got second with Kehoe third and Hensley fourth.

In the second moto, McCullough took the holeshot and built a good early lead. Looper got second and Kehoe third. Wargo was back in sixth.

McCullough held the lead for three laps while Kehoe blasted past Looper into second going up Sunshine Hill. Then McCullough went down moments later when he attempted to pass a lapped rider. Kehoe pulled into the lead while Wargo passed Looper putting him in second right behind Kehoe. McCullough recovered quickly and was in fourth.

Kehoe then began to pull away quickly from Wargo, building a 10 second lead. McCullough clashed with another rider going off the jump at the bottom of Sunshine Hill and did not continue, having hurt his leg. So, Kehoe was still out front with Wargo second, and Looper third. The three of them finished in the same order a few laps later.

Overall, in 125cc Expert Wargo got first, Kehoe second, Looper third, Hensley fourth, Beier fifth, and McCullough sixth.

In the first moto of the 250cc Expert qualifier, Wargo pulled an impressive holeshot with Rick Nagle, John Beaver and Jerry Hensley right behind him. Wargo stretched out a 15 second lead almost immediately and he was never even challenged again for the entire 30 minute moto.

In the meantime, Rick Nagle and James Coffey were the only other riders that kept pace with Wargo after the first lap. It wasn't long before Coffey blasted by Nagle and opened a wide margin between the two.

At the finish, it was Wargo first by 25 seconds over Coffey in second who had a 45 second lead over Nagle.

In the second moto John Beaver made another strong start with the holeshot only to have a barrage of riders blow by him moments later. Wargo led the pack 10 seconds after the start and again never had any challengers, taking both motos but eventually disqualifying himself in the 250cc class altogether — to go on to the next qualifier on his 125.

Behind Wargo after the first lap were Hensley, Coffey, Wayne Archer and Rick Nagle. Hensley, Coffey and Archer finished in that same order as Nagle dropped out of the second moto with problems.

So overall, with Wargo not included, Coffey grabbed the first place trophy with Hensley second and Archer third.

In the Open Expert qualifier, Arizona riders made their best showing, grabbing the three top spots.

The first moto saw Tucson's Steve Garrison power for the holeshot with Mike Garrett breathing down his neck in second. The two went ahead to win in that order as most of the other competition broke down.

The second moto was a repeat of the first for Garrison as he blew the rest of the field away. Ken Schlosser grabbed second with Garrett third. The second moto results were the same as the overall scores.

Hensley, getting second in the 250cc class also earned himself \$50 from U.S. Suzuki for finishing second on a Suzuki.

Kenny Schlosser also got \$50 from Suzuki for finishing second in the Open class on a Suzuki.

All winners received product awards from Nippondenso, PJI, Armorall and Champion's Choice.

Results

125: 1. Bryan Wargo (Yam); 2. Erik Kehoe (Yam); 3. Mike Looper (Yam); 4. Roger Hensley (Suz); 5. Mike Beier (Yam); 6. Tibbs McCullough (Yam); 7. Harry Matthews (Suz); 8. Varney Holbrook (Suz); 9. Buddy Thomson (Yam); 10. Danny Bookhart (Yam).

250: 1. James Coffey (Yam); 2. Jerry Hensley (Suz); 3. Wayne Archer (Yam).

OPEN: 1. Steve Garrison (Mai); 2. Kenneth Schlosser (Suz); 3. Mike Garratt (Yam).

SUPPORT

MINI MINI: 1. Jason Mather (Suz).

MINI BEG: 1. Tony Moon (Suz).

MINI NOV: 1. Brad Wachs (Yam).

MINI EX: 1. Scott Keyes (Yam).

100: 1. Chuck Chagnon (Suz).

125 BEG: 1. Tom Bolin (Yam); 2. William White (KX); 3. John Nolting (Suz).

125 NOV: 1. Pat Kennedy (Suz); 2. Mike Lafferty (Yam); 3. Terry Dinnebeck (Yam); 4. Mike Carpenter (Yam); 5. Keith Rich (Suz).

125 JR: 1. Joe Petruska (Suz).

250 BEG: 1. Karl Koenig (KX).

250 NOV: 1. Gary Mann (Mai).

250 JR: 1. Robert Gutterud (KX).

OPEN: 1. Willie Giroir (Suz).

SRS: 1. Neal Hanna (Mai).

125 EX: 1. David King (Yam).

250 EX: 1. David King (Yam); 2. Ron Watmore (KX).

Marsh masters OCIR MX

By Tom Corley

IRVINE, CA, JULY 10

The crowd really came in for last week's special "Big Night For Little Bikes." Already the pro-

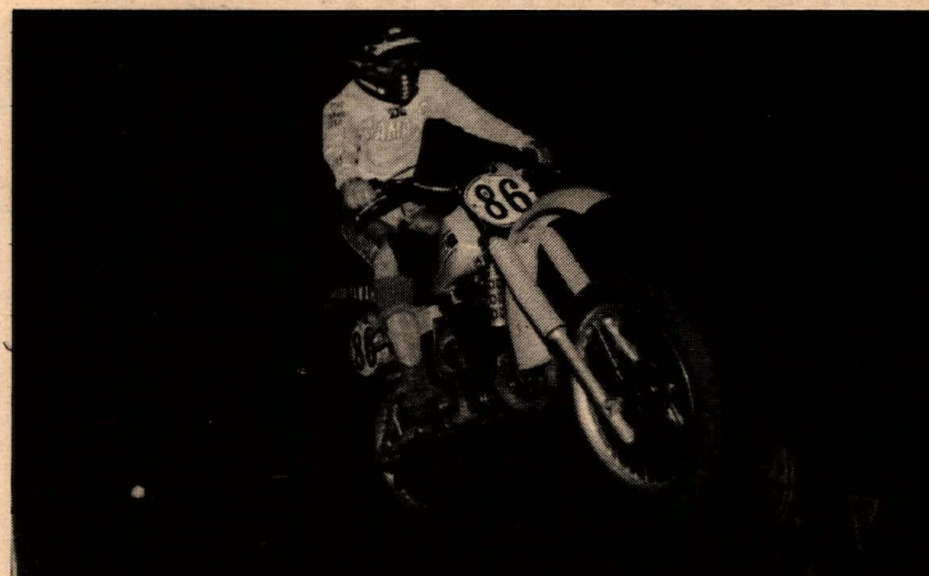
motors are putting together a few more special nights and they are planning on having a series race in August.

Most would agree that this is a very good Mini track. It's fun to whip around on. Randy Skinner is a well known 125cc Intermediate racer but this time he decided to have a change of pace. What did he do? Well he certainly didn't race a 500cc, but rather he entered the Mini Intermediate competition. Skinner took his Betty's Baby Honda to a third place win in each moto and that's what he earned overall. A couple of fast NMA people were in front and this included Kurt Hendricksen (Yam) and Chris Taylor (Kaw). Kurt won it both times while Chris followed.

Lightnin' Linehan is sponsored by the friendly 7-Eleven store in Tustin. Linehan is really starting to win a lot and this should make his sponsor happy. (Actually it's his father.) He conquered the Mini Novice event over Steve West, Doug Hawkins, Scott Burns and Dave Roach.

Scott Marsh continued his winning ways again and he defeated the 250cc Novice class. Marsh is just getting over a bad accident that he had awhile back. He overshot a berm and nearly landed on top of the ambulance. At least he didn't have to wait for medical attention. Marsh cleanly won this race with two first place wins on his Honda. Winning the next place spots were: Bill Mahaffey, Ron Pepper and Vincent Phillippi.

Don Gibbons is starting to make a habit of winning the 250cc Intermediate class. He didn't have to battle



Greg McElroy took second 250cc Intermediate at OCIR's night MX.

the Ammex rider Gary Sewell and this made it easier. So instead he just stayed on top of Greg McElroy the entire time. Phil Riddle moved on his Kawasaki and he had a pair of thirds. Mike Lillevig placed fourth ahead of Mike Jackson.

Results

50 & 60 BEG: 1. Gary Morton (Suz); 2. Jason Jones (Suz); 3. Ray Swearingen (Suz).

MINI BEG: 1. Tim Nash (Hon); 2. Greg Armstrong (Kaw); 3. Kurt Strand (Kaw).

MINI BEG DIV 2: 1. Danny Tinsman (Kaw); 2. Donny Fish (Hon); 3. Chuck Collins (Yam).

MINI NOV: 1. Lightnin' Linehan (Yam); 2. Steve West (Suz); 3. Doug Hawkins (Mug).

MINI INT: 1. Kurt Hendricksen (Yam); 2. Chris Taylor (Kaw); 3. Randy Skinner (Hon).

MINI EX: 1. Bruce Bunch (Kaw).

100 BEG: 1. Ron Convery (Yam); 2. Brad Kelly (Yam).

125 BEG DIV 1: 1. Darrell Wall, Jr. (Suz); 2. Larry Waterhosue (Suz); 3. Roland Amann (Suz).

125 BEG DIV 2: 1. Mike Martin (Suz); 2. Larry Benedict (Yam); 3. Frank Graceffa (Suz).

125 BEG DIV 3: 1. Kerry Sorensen (Yam); 2. John Begin (Suz); 3. Curt Malins (Suz).

125 NOV: 1. Ian Fitzgibbon (Yam); 2. John McCaughey (Suz); 3. Scott Broviak (Suz).

125 INT: 1. Harley Hall (Yam); 2. Micky Dymond; 3. Doug Bowers (Suz).

250 BEG: 1. Randy Moos (Yam); 2. Simon Alvarado (Mai); 3. Jay Cornstassel (Yam).

250 NOV: 1. Scott Marsh (Hon); 2. Bill Mahaffey (Hon); 3. Ron Pepper (Mai).

250 INT: 1. Don Gibbons (Yam); 2. Greg McElroy (Yam); 3. Phil Riddle (Kaw).

250 PRO: 1. Todd Peterson (Yam); 2. David Behlings (Yam); 3. Robert Ellis (Yam).

500 BEG: 1. Don Stanley (Yam); 2. Lee Clark (KTM); 3. Craig Hofmeister (CZ).

500 NOV: 1. Doug Rand (Yam).

500 INT: 1. Gary Gonzales (Mai); 2. Ray Pisarski (Suz).

500 PRO: 1. Scott Cavness (Suz); 2. Jim Spreight (Yam).



NATIONAL MOTORCYCLE RACING ASSOCIATION GOLDEN STATE NATIONALS AUGUST 9 - 10 FREMONT RACEWAY FREMONT, CALIFORNIA



SCHEDULE OF EVENTS

SATURDAY, AUGUST 9

8 A.M. Gates Open
8 A.M.-5 P.M. Qualifying
9 A.M.-5 P.M. Tech Insp. (All categories)

SUNDAY, AUGUST 10

9:00 A.M. Gates Open
9:30 A.M. Sportsman Class Elim.
9 A.M.-12 NOON Tech Insp. (E.T. Bikes only)

TOP FUEL (8)

Winner \$1650
R-U 825
Semi 440
" 330

PRO COMP (8)*

Winner \$440
R-U 220
Semi 85
" 55

STOCK

Winner \$150
R-U 55
Semi 25

SUPER (8)*

Winner \$770
R-U 440
Semi 200
" 110

COMPETITION

Winner \$250
R-U 110
Semi 55
" 30

COMBO

Winner \$50 or
3 Ft. Trophy

PRO STOCK (8)*

Winner \$550
R-U 275
Semi 85
" 550

MODIFIED

Winner \$200
R-U 85
Semi 40
" 25

E.T. #1

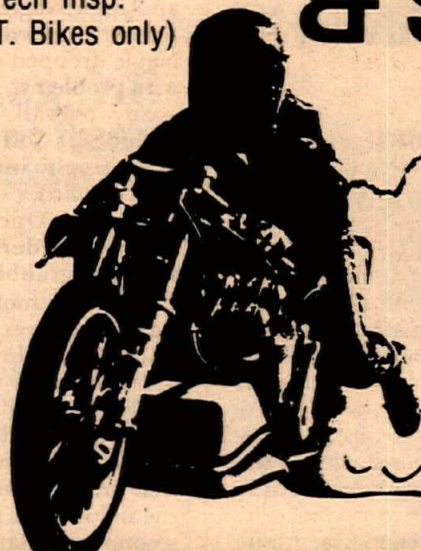
Winner \$200
R-U 100

E.T. #2

Winner \$100
R-U 50

*Fields in SUPER, PRO STOCK, & PRO COMP will be expanded to 16 when entries exceed 18 bikes

RIDE YOUR BIKE & SAVE YOUR BUCKS



SATURDAY

General Admission \$ 6.00
Motorcycle Rider \$ 5.00
Motorcycle Passenger \$ 4.00

SUNDAY

General Admission \$10.00
Motorcycle Rider \$ 8.00
Motorcycle Passenger \$ 6.00

Western hotline



Tim Lunde took top prize in CMC Ascot's 250cc Pro contest.

David, VanZant take CMC Ascot wins

By Tom Corley

GARDENA, CA, JULY 9

The 250cc Intermediate class racing was at its best. It was a toss-up as to who was going to win overall. Greg Wilson won the first moto while John Stapleton tried to get him and Michael David in turn tried to beat John.

Everything went crazy in the second and final moto. The pack took off alright but then Ammex-mounted Gary Hibdon flipped his bike and he landed many yards away from it. The officials restarted the race and because of this the first start leaders lost out. Doug Jacobs and Ron Olson got the bad end of it. Jacobs didn't even get back into the action and Olson took a fifth. Michael David took advantage and came through with the first place win ahead of Stapleton and Greg Wilson. Overall it was David, Stapleton, Wilson and Olson.

Steven VanZant hauled on his Maico so that he won the 500cc Intermediate class. VanZant edged out Brand Johnson in all but the final moto. Steven won the first moto ahead of Michael David. Johnson was third but did better in the final.

Mike Stepak was back on his Honda four-stroker and surprised everyone by winning the final moto on it ahead of Johnson and VanZant. VanZant took the overall trophy over Stepak, Johnson and David.

Mark Allen was one of the only people in the line-up who won both motos almost uncontested. Allen races in the 125cc Junior class and he won the division two class. He took two first place wins and let the rest of the class fight it out and have fun trading places. Mike Lentini is always involved in the top five and he took second in the first moto ahead of John McNulty.

Paul Ellis improved in the second moto and worked up to a second place finish ahead of Lentini. While Allen had the first place win made, these other guys had to battle. Overall it was Allen, Lentini, Ellis and Robby Moore.

Todd Peterson was off water-skiing and the Pro competition didn't mind this one bit. Tim Lunde has won more Pro races than anyone else in CMC competition and tonight he picked up the 250cc Pro win. He's won so many races that when asked about his win he replied "It's no big deal." Danny

Westergaard has the ability to win this contest and he did just that in the first moto. Norman Nilsson fitted in the second place spot as Lunde had to settle for third.

In the second moto Lunde didn't have the traffic ahead of him but instead kept out front for the win ahead of Nilsson and Westergaard. Lunde won the bucks overall ahead of Nilsson, Westergaard, Nakamura and Gary Jones.

Results

50 JR: 1. Newton Acevedo (Suz); 2. Jason Jones (Suz).
50 INT: 1. Jason McFarland (Suz); 2. Prax Cruz (Suz).
MINI JR DIV 1: 1. Danny Tinsman (Kaw); 2. Brock Suter (Yam); 3. Trey McFarland (Yam).
MINI JR DIV 2: 1. Dan Carpenter (Suz); 2. Stephanie Jones (Hon); 3. Donny Fish (Hon).
MINI INT: 1. Gary Ybarra (Kaw); 2. Richard Fleming (Yam); 3. Steve Evinger (Suz).
MINI EX: 1. Skip Godinez (Kaw).
100 JR: 1. Eric Silgero (Suz); 2. Brad Kelly; 3. Colleen Ronan (Hod).
125 JR DIV 1: 1. Steve Rawlinson (Suz); 2. Steve Bainter (Yam); 3. Darin Motoda (Hon).
125 JR DIV 2: 1. Mike Allen (Yam); 2. Mike Lentini (Suz); 3. Paul Ellis (Suz).
125 INT: 1. Craig Westergaard (Yam); 2. Craig Cable (Yam); 3. Frank Pilato (Yam).
125 PRO: 1. John Chwastyk (Yam); 2. Steve Postlewaite (Hon); 3. Glenn Page (Suz).
250 JR: 1. Warren Posey (Yam); 2. Michael Tarkington (Kaw); 3. Darren Russell (Hon).
250 INT: 1. Michael David (KTM); 2. John Stapleton (Yam); 3. Greg Wilson.
250 PRO: 1. Tim Lunde (Yam); 2. Norman Nilsson (Hon); 3. Danny Westergaard (Yam).
500 JR: 1. Chris Jackson (Yam); 2. Dan Galitz (Yam); 3. Trey Campbell (Yam).
500 INT: 1. Steven VanZant (Mail); 2. Mike Stepak (Hon); 3. Brand Johnson (Yam).
500 PRO: 1. Timbo Hall (Yam); 2. Nick Athans (Yam).
OVER 30 JR: 1. Gary Sigman (Suz); 2. Peter Cook (Yam); 3. Chuck Woody (Suz).
OVER 30 MASTERS: 1. Tom Simpson (Yam); 2. Ed Ott (Yam); 3. John McManaway (Yam).

Zahrt, Schmitz smoke AME Summer Series opener

By Laura Richard

VALENCIA, CA, JULY 18

American Motocross Enterprises opened its 1980 Summer Series at Indian Dunes. With over 40 supporting sponsors donating contingency money and prizes for the riders, over 250 riders showed up for the first of the four Friday night events. The Summer Series this year is being run in conjunction with the Trans AME Series III and the American Off-Road Festival, which are taking place at Sprockets Park in Bakersfield and Indian Dunes on Sundays. The Grand Finale to this \$30,000 series will be August 29-31.

The 125cc Pro race was the first of the night to leave the line with Mugen rider John O'Mara taking the holeshot

and the lead followed by International Yamaha rider Steve Schmitz. Schmitz pushed O'Mara the entire race but Johnny was able to hold off Schmitz to take the first moto win.

As the gate dropped for round two it was again O'Mara with the holeshot followed by Schmitz. About halfway through the race Schmitz put the pass on O'Mara to take the lead and the overall win for the night with O'Mara finishing second and Honda-mounted Jim Simons taking home the third place honors.

In 250cc Pro action we saw Suzuki-mounted Ken Zahrt taking the lead with Premier Yamaha rider Ed Arnet in second and Kolbe Can-Am-mounted Jim Holley in third. Zahrt held off the hard riding Arnet and Holley to take the moto win.

Moto two saw Holley with the lead followed by Zahrt and Simi Cycle Yamaha-mounted Mark Amendola. Holley took the second moto with Zahrt finishing second. The overall for the night went to Zahrt with Holley second and Arnet third.

In the Open Pro race Track N Travel Maico-mounted Andy Jannings made it look easy as he took back to back wins. In moto one he had to hold off a hard charge from Bakersfield Yamaha rider Darin Oliver and Premier Yamaha rider Ed Arnet.

Moto two again saw Jannings with the holeshot and the lead followed closely by Arnet and Kolbe Can-Am rider Jim Holley. Jannings took the overall with Arnet finishing second and third going to Oliver.

Results

125 PRO: 1. Steve Schmitz (Yam); 2. John O'Mara (Mug); 3. Jim Simons (Hon).
250 PRO: 1. Ken Zahrt (Suz); 2. Jim Holley (C-A); 3. Ed Arnet (Yam).
500 PRO: 1. Andy Jannings (Mail); 2. Ed Arnet (Yam); 3. Darren Oliver (Yam).
125 INT: 1. Bob Byrne (Hon); 2. Jack Greenberg (Suz); 3. Chris Morton (Yam).
250 INT: 1. John Biffle (Hon); 2. Brand Johnson (Suz); 3. Brian Wassell (Hon).
500 INT: 1. Brand Johnson (Suz); 2. Greg Atkinson (Mail); 3. Billy Handal (Mail).
VETS EX: 1. David Rogers (C-A); 2. Rick Hall (Mail).
VETS JR: 1. Raymond Karr (Suz); 2. Raymond Williams (Suz).
125 JR DIV I: 1. Mike Wolfe (C-A); 2. Steve Biffle (Hon); 3. Mike Washko (Hon).
125 JR DIV II: 1. John Spar (Yam); 2. Brett Howell (Kaw); 3. Fred Hudgens (Kaw).
125 JR DIV III: 1. Bruce Bartels (Hon); 2. Tom Costin (Suz); 3. Tate Satterfield (Yam).
250 JR: 1. Doug Russell (Yam); 2. Rodger Williams (Hon); 3. Corbin Lambert (Hon).
500 JR: 1. Brad Rasmussen (Yam); 2. Bill Andrews (Hus); 3. Dan Martens (Suz).
ODY-MOD: 1. Jim Burchard (Hon); 2. Elizabeth Cole (Hon).
ODY-STOCK: 1. Craig Smith (Hon); 2. Tony Veronico (Hon); 3. Jerome McAuliffe (Hon).
125 BEG: 1. Vernon Decoste (Suz); 2. Jon Hall (Suz); 3. Alfred Benvelos (Hon).
100cc INT: 1. Eric Silgero (Suz); 2. Rick Houghtaling (Suz); 3. Zoli Meszaros (Yam).
100cc JR: 1. Mark Davenport (Yam); 2. Mark McDonald (Suz); 3. Jim Stevens (Suz).
83cc MINI EX: 1. Andy Ellis (Yam).
83cc MINI INT: 1. Bobby Simons (Yam); 2. Richie James (Suz); 3. Dennis Chick (Suz).
83cc MINI JR: 1. Tony Puga (Kaw); 2. Brett Cavanah (Yam); 3. Chris Wallis (Suz).
60cc MINI: 1. John Ethell (Suz).

Nolin, Kecskes blast Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, JULY 16

Yamaha rider Robbie Nolin came up with his first night Pro win at Speedway 117 as he downed a very aggressive Tony "No Hands" Jones and the always-charging Joaquin Picazo in the 125cc class. Nolin, always quick out of the gate, ran away with the first moto, but in the second go-round it was Jones and his Suzuki out front for a wire to wire victory. Nolin meanwhile, was having his hands full with Picazo who could have won it with a second place; however, a bad bobble by Joaquin put him

back too far in the late laps.

The real "guts" race of the night had to be the 250cc Juniors where Chuck Kecskes took his Honda to a 1-2 finish and the overall over a strong Mike Borun (Yam) and relative newcomer Jim Rowland (Yam). Kecskes, who has run a lot of TT also, had to really scrap for it in both motos as Borun gave him fits in both motos. A real wild scene, as behind Borun, Rowland took a tie-breaker third with a 6-4 effort over Steve Bolger's 4-6.

The 125cc Juniors was another wild one as "Trucker Tim" Earls (4-1) squeaked out a close one over last week's winner, Jim Klocksieben (3-3) and Coke Series 125cc Junior point leader Mike Kincheloe.

The Mini Juniors staged their own kind of war with first year rider and 1980 Coke point leader Kevin Nolan taking a tie-breaker over Poway Suzuki rider Mitch Palmer. The defeat for Palmer was one of his very few since riding competitively just a couple of months ago.

Hey, the ATCs are takin' over! Some incredible racing was turned in by another record breaking turnout. In the 110cc Stocks, "Jungle Jim" Blatnik showed his stuff in a two for two blast of the large field over Dale Faustino, and Gary Hutchinson took a win over Corki Moore in the 91cc-112cc Modifieds.

Fifteen 113cc-132cc Modifieds were on the line with the "Daring Dutchman," David Mueller, coming through for his third straight overall with a 1-2 effort over Tracey Dickson's 3-1 go. The always crowd pleasing Open Honda class went to Smitty's ATC rider Dean Sundahl over Perry Thompson with Tim Hoy a close third. And finally, a big field of motorcycle engine machines were on hand with Ace Williams blasting everyone two for two on his booming Jawa engine monster.

Results

250cc PRO: 1. Bill Curran (Yam); 2. Ed Telles (Yam).
125cc PRO: 1. Robbin Nolin (Yam); 2. Tony Jones (Suz); 3. Joaquin Picazo (Yam).
500cc INT: 1. Ric Mahlmeister (Yam); 2. Craig Infeld (Mail); 3. Keith Lynas (Hon).
250cc INT: 1. Richard Baugh (Hon); 2. Terry Belcher (Yam); 3. Mark Seymour (Hon).
125cc INT: 1. Tom Hanley (Yam); 2. Art Corbin (Yam); 3. Keith Holbrook (Hon).
500cc JR: 1. Matt Wheeler (Yam); 2. Don Deluca (Suz); 3. Tom DiDomenico (Suz).
250cc JR: 1. Chuck Kecskes (Hon); 2. Mike Borun (Yam); 3. Jim Rowland (Yam).
125cc JR: 1. Tim Earls (Suz); 2. Jim Klocksieben (Suz); 3. Mike Kincheloe (Hon).
MINI INT: 1. Frank Brundage (Suz); 2. John Conney (Yam).
MINI JR: 1. Kevin Nolan (Kaw); 2. Mitch Palmer (Suz); 3. Michael Craig (Yam).
PEE WEE: 1. Jamie Conney (Suz); 2. Eddie Gaumond (Suz); 3. Norman Gaumond (Suz).
ATC CLASSES
110cc STOCK: 1. Jim Blatnik; 2. Dale Faustino; 3. Landis Schmehr.
91cc-112cc: 1. Gary Hutchinson; 2. Corki Moore; 3. Bob Terwilliger.
113cc-132cc: 1. Davis Mueller; 2. Tracey Dickson; 3. Bob Binaham.
OPEN: 1. Dean Sundahl; 2. Perry Thompson; 3. Tim Hoy.
OPEN MOTORCYCLE ENGINE: 1. Ace Williams (Jawa); 2. Don Graham (Yam); 3. Mario Cioe (Yam).

Briggs, Sanders cash in at Corona TT/HM

By Elaine Jones

CORONA, CA, JULY 12

It was the old timers, if you can call 25 old, who cashed in on the Corona Raceway Money races. Dennis Briggs started things off in the Open Money TT. It was a wire to wire romp for Briggs as he picked his line and never made a bauble. Earl Roloff locked into second early on but never posed a serious threat to Briggs. The real battle was between Craig

New Dates
August 8-27

California Superbike School

Williams and Randy Blevins for the third spot. Blevins got the jump off the line and hung onto it until the halfway point when Williams decided it was his turn and took over and was there at the checkered when it counted.

Bobby Sanders put the lock on the Open Money half mile at the drop of the flag and never looked back. Craig Williams was off second followed by Roloff, Rick Reed, Eddie San Roman and Mike Redding, who was at a slight disadvantage aboard a 250cc. Roloff made his move on Williams by the second lap and San Roman was far from idle as he came from fifth to third, getting by Reed and Williams. On the fourth lap Redding slipped by Reed and was able to hold him at bay until the eighth lap when a broken clutch cable forced him out. Sanders picked up first with Roloff second, San Roman third, Williams fourth and Reed fifth.

Jimmy Rosa struck gold twice as he captured both the TT and half mile 250cc Amateur/Expert goes. The half mile saw him go out on top and stay there but not without one heck of a battle from Roger Thompson, who for lack of any 125cc Experts took on the 250cc machines. Thompson kept the pressure on but couldn't find an opening that would get him by Rosa. David Vogel was third. It was the same story on the TT in spite of a super start that put Thompson out ahead. He held it until the tight turns on the course saw Rosa get by. Vogel again was third.

Martin Vogel kept the family win streak alive as he cleaned house in the 250cc Novice goes, taking both the TT and half mile wins. The TT was a piece of cake but on the half mile Vogel got a strong challenge from Dennis Pinheiro who got off second behind Vogel but took over the lead on the second lap. It took Vogel three laps to get the lead back and at the same time J. Ward McKee went on by to drop Pinheiro to third.

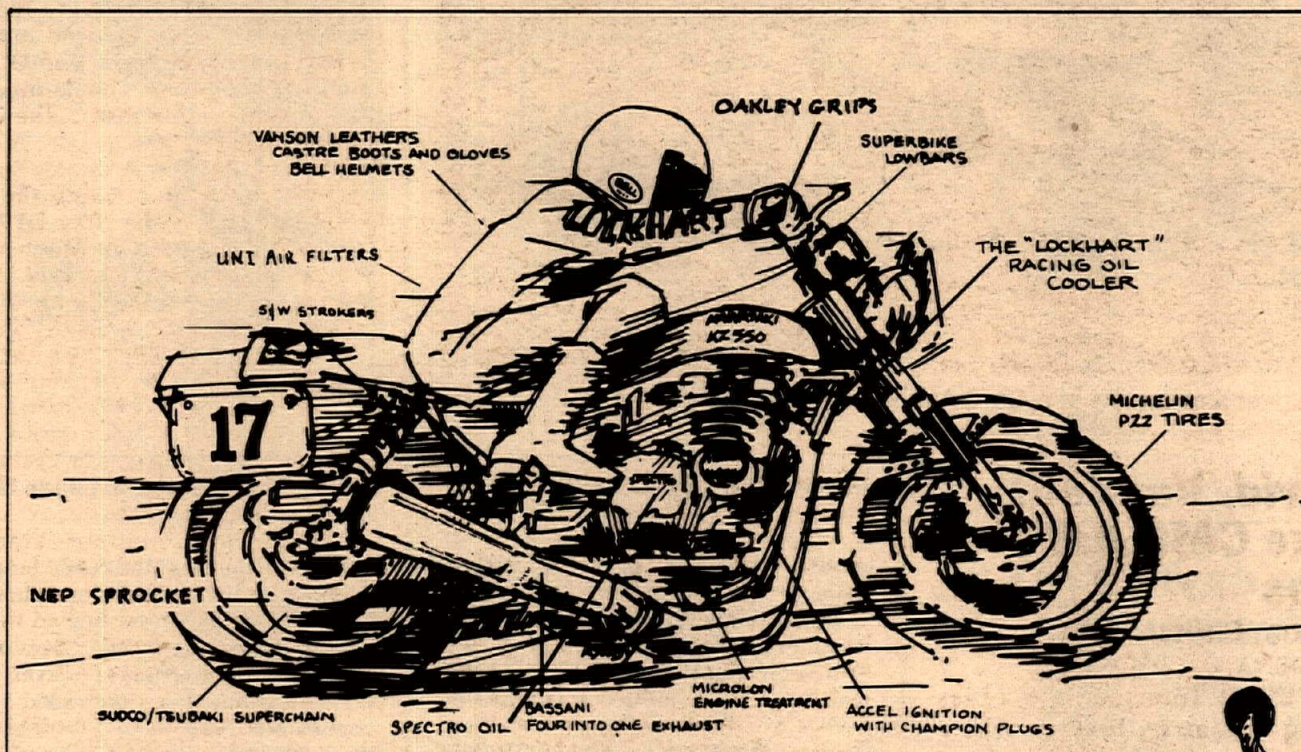
Brent Bowers, his second time out on his 125cc, put himself one step closer to his transfer to Amateur as he walked away with the 125cc Novice TT and half mile. Jeff Runyan was second in both while Bobby Beer took the third on the TT and Dana Dumond claimed the third on the half mile.

The Mini Novices were gentlemen in that they believed in ladies first, and Terry Melton was not about to argue the point as she won both the TT and half mile. Wayne Johnston was second on the TT with Ron Powers third. On the half mile they switched places.

Due to popular demand there will be an over 30 class for the Open bikes. So all you long ago flat trackers and cow trailers, dust off your machines and leathers and come out to Corona.

Results

TT
MINI NOV: 1. Terry Melton (Yam); 2. Wayne Johnston (Yam); 3. Ron Powers (Yam).
125cc NOV: 1. Brent Bowers (Yam); 2. Jeff Runyan (Yam); 3. Bobby Beer (Yam).
250cc NOV: 1. Martin Vogel (Yam); 2. J. Ward McKee (Kaw); 3. Dennis Pinheiro (Suz).
250cc AM/EX: 1. Jim Rosa (Yam); 2. Roger Thompson (Yam); 3. David Vogel (Yam).
OPEN NOV: 1. Ron Bartels (Yam); 2. Mike McCauley (Bul); 3. Don Meiner (Yam).
OPEN AM/EX: 1. Bill Bartels (H-D); 2. Earl Roloff (Yam).
OPEN MONEY: 1. Dennis Briggs (Hon); 2. Earl Roloff (Yam); 3. Craig Williams (Suz).
HALF MILE
MINI NOV: 1. Terry Melton (Yam); 2. Ron Powers (Yam); 3. Wayne Johnston (Yam).
125cc NOV: 1. Brent Bowers (Yam); 2. Jeff Runyan (Yam); 3. Dana Dumond (Hon).
250cc NOV: 1. Martin Vogel (Hon); 2. J. Ward McKee (Kaw); 3. Dennis Pinheiro (Suz).
250cc AM/EX: 1. Jim Rosa (Yam); 2. Roger Thompson (Yam); 3. David Vogel (Yam).
OPEN NOV DIV I: 1. Mike McCauley (Bul); 2. Tom Graves (Yam); 3. Dan Lyyski (Yam).
OPEN NOV DIV II: 1. Ron Bartels (Yam); 2. Bill Bartels (H-D); 3. Daniel Kane (Yam).
OPEN AM/EX: 1. Bob Graves (Yam); 2. Randy Blevins (Yam); 3. Ron Ferguson (H-D).
OPEN MONEY: 1. Bobby Sanders (H-D); 2. Earl Roloff (Yam); 3. Eddie San Roman (H-D).



The Superbike Experience

How fast can you go? You're on the favorite part of your favorite road, this time everything is right for you to really get some use out of this superbike. You've seen the pictures in the magazine, you know how far this baby can lean over and how fast it will run in the quarter.

Where is the photographer for *Cycle Star* magazine, this is going to be a cover shot ride. That's how you feel.

Is that just a little gravel in that next right hander? What is this dark spot in the asphalt just ahead, oil?, brake fluid?, a new patch in the road?

OK, the first two turns didn't go that well, but the next one...A car is coming, better roll it off just a bit for this one. etc., etc., etc. Cancel the photographer.

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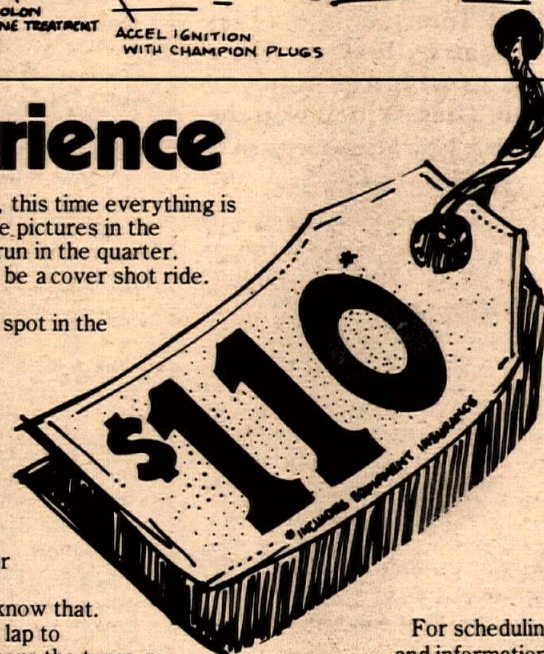
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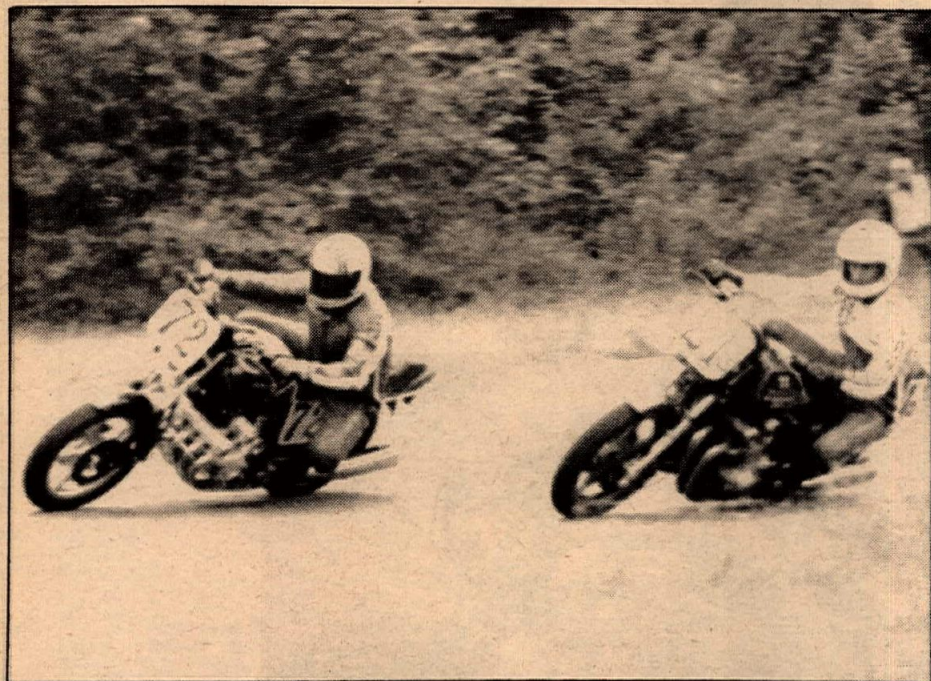
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NORTHERN DATELINE



Rod Phoenix and Keith Pinkstaff (21) diced in WMRRA's Kent, WA, race.

Two days of MX at Fremont

By Greg Kleist

FREMONT, CA, JULY 4 & 6

ZAP Supersports' Annual Independence Day Sportsmen Motocross at Fremont Raceway saw sand track racing at its best. As the season continues, more riders are getting a good feel for what it's like to ride on sand. It gets fast, slow, rough, smooth, up and down with plenty of supercross-style jumps. Promoter Larry Kleist did a good job designing the track.

This July 4 race featured a regular two-moto program with a bonus third moto for those who qualified. Valuable merchandise certificates were awarded to placing riders in this third moto. The riders may collect and redeem these certificates at the complete motorcycle accessories shop opening soon at the Fremont Raceway motocross track.

In the first moto of the 125cc Intermediate class, there was a classic battle between Mark Olund (Yam) and Allen Silhanek (Yam) to the checkered flag with Olund coming out on top. But the second moto saw Silhanek leading from the start to finish to capture first overall.

In the 250cc Intermediate class, the first moto win went to Mark Haworth (Yam) with Ron DiBasilla (Kaw) and Robbie Webster (Yam) in hot pursuit. The second moto saw DiBasilla and Webster come out of the gate 1-2 and that's how it remained for the rest of the race. Haworth got a bad start, but managed to pull out a fourth.

It was Mark Howard (Yam) in the Open Intermediate class winning the first moto easily with Matt Arena (Yam) and Rich Vermace (Mai) battling for second, Arena coming out on top with two laps to go. The second moto saw Vermace in front on the first lap, but Roger Intorf (Yam) and Howard quickly took that away and stayed there the rest of the 10-lap race.

In the Mini class, Expert Tyson Vohland (Yam) showed everyone just how fast he is with first place all the way across. Intermediate Curt Bissel (Kaw) remained a consistent winner with first and second in his motos for first overall. Richard Haworth (Kaw) came away with back-to-back wins in front of Kevin Hunt (Kaw) in the first

moto and Marty Cooper (Yam) in the second to take the Novice overall. Doug Gillette (Hon) took two third placings to grab second overall.

In 125cc Novice Division One, Phil Indihar (Suz) grabbed the holeshot with Gary Hoover (Yam) and Brad Wiget (Yam) hot on his tail. By lap two, Hoover moved into the lead while Suzuki rider Chuck Hageman moved to third. On lap four, Hoover lost it in a corner and by the time he restarted, he had dropped back to fifth.

Determined to win, Hoover got back on the gas and by lap six had moved back into third. On the last lap, leader Indihar lost control long enough to lose the lead dropping him back to fifth where he finished. Hoover, in a last-lap charge, caught Hageman before the finish to take first with Hageman second and Bill Aguilar (Suz) third. In moto two, Aguilar grabbed the holeshot and never looked back as he led from start to finish to get first in the race.

On Sunday, the Pros were back with plenty of good racing. In their first moto, the Open Pros went off with Jerome Heiberger (C-A) and Allen Berluti (Mai) taking the lead. For the first 12 laps of this 15-lap race, Heiberger and Berluti went neck and neck with no mistakes being made, just fast hard riding. Then, Berluti misshifted and watched Heiberger pull away and it was all over except for a final push by Berluti to make it close at the flag. The second moto was Berluti all the way to capture the overall and Heiberger in second for second overall.

The 125cc Pros' first moto saw Mike Beier (Yam) and young Rick Ryan (Yam) leading all the way. Ryan was pressuring Beier hoping to cause a mistake and pass, but Beier with more experience outlasted Ryan and pulled away the last two laps. The second moto was a carbon copy with Beier first and Ryan second. Ryan, only 14, is certain to become a leading name in motocross in the years to come.

In Division One, moto one of the 250cc Novices, Steve Cano (Yam) and Keith Kanady (Mai) battled to first and second places. In moto two, Bill Perreault (Yam) grabbed the holeshot and held the lead until two turns before the checkered flag when the pressure from Kanady finally got to him and Kanady slipped by for first overall. Perreault came in second for second overall and Cano with a 1-4 got third.



Randy Skiver and Bob Loose (79).

Vince Rondas (Mai) took convincing back-to-back moto wins to take the Open Novices while Shawn Hantz (Suz) did the same to the 125cc Novice class. Having a string of recent wins, Hantz has now been upgraded to Intermediate.

Results

FRIDAY

MINI NOV: 1. Richard Haworth (Kaw); 2. Tallon Vohland (Yam); 3. Doug Gillette (Hon).

MINI INT: 1. Curt Bissel (Kaw); 2. Tony Flores (Yam).

MINI EX: 1. Tyson Vohland (Yam).

PEE WEE: 1. Chris Neal (Yam); 2. Obie Leff (Yam); 3. Ian Leff (Suz).

100: 1. Frank Szazy (Suz); 2. Dave Garmony (Yam); 3. Richard Ryan (Suz).

125 NOV DIV 1: 1. Bill Aguilar (Suz); 2. Phil Indihar (Suz); 3. Gary Hoover (Yam).

125 NOV DIV 2: 1. Dan Boles (Suz); 2. Nick Huetter (Suz); 3. Dan Boles (Yam).

250 NOV DIV 1: 1. Bill Aguilar (Yam); 2. Mark Chunn (Yam); 3. Craig Hall (Hon).

250 NOV DIV 2: 1. Mike Guasch (Yam); 2. Glen Rozario (Hon); 3. Tom Wittmar (Yam).

OPEN NOV: 1. Vince Rondas (Mai); 2. Jim Galveson (Mai).

125 INT: 1. Allen Silhanek (Yam); 2. Mark Olund (Yam); 3. Roger Intorf (Yam).

250 INT: 1. Ron DiBasilla (Kaw); 2. Robbie Webster (Yam); 3. Mark Haworth (Yam).

OPEN INT: 1. Mark Howard (Yam); 2. Rick Vermace (Mai).

SUNDAY

MINI NOV: 1. Rich Cascio (Yam); 2. Bobby Hall (Suz); 3. Kevin Hunt (Kaw).

MINI INT: 1. Curt Bissel (Kaw); 2. Troy Joyce (Suz).

100: 1. Frank Szazy (Suz); 2. Dave Garmony (Yam).

125 NOV: 1. Shawn Hantz (Suz); 2. Dan Sheridan (Yam); 3. Bob Kolb (Suz).

250 NOV DIV 1: 1. Keith Kanady (Mai); 2. Bill Perreault (Yam); 3. Steve Cano (Yam).

250 NOV DIV 2: 1. Jeff Kniss (Yam); 2. John Corss (Yam); 3. Greg Cook (Hus).

OPEN NOV: 1. Vince Rondas (Mai); 2. Jim Carter (Suz); 3. John Malcolm (Yam).

125 INT: 1. Roger Intorf (Yam); 2. Sam Knowlton (Suz); 3. Tim McWhorter (Hon).

250 INT: 1. Ron DiBasilla (Kaw); 2. Michael Ornellas (Hon); 3. Mike Subocz (Hon).

OPEN INT: 1. Rick Vermace (Mai); 2. Craig Christian (Yam); 3. Matt Arena (Yam).

125 PRO: 1. Mike Beier (Yam); 2. Rick Ryan (Yam); 3. Mike Holmes (Yam).

OPEN PRO: 1. Allen Berluti (C-A); 2. Jerome Heiberger (Mai).

250 PRO: 1. Jeff Jacobson (Mai); 2. Dave Coupe (Mai); 3. Donnie Hawkins (Yam).

VET - NOV: 1. Domond Lee (Kaw); 2. Larry Baker (Kaw).

VET - EX: 1. Michael Lambert (Hus).

Lind and Skiver score doubles at WMRRA RR

By Russ Cazier

Photos by Debi Denson

KENT, WA, JULY 13

Bruce Lind rode a Wasco-framed Honda 500 single to the win in 250cc GP, a TZ750-powered sidehack for the Sidecar win, and finished a close second to Randy Skiver in Open GP on a TZ750 at Seattle International Raceway.

Lind, racing a 500 single against a field of TZ250s, noted that while he

gave up a bit of top end to the TZs, he had superior drive out of corners and did not have to be as careful about being in exactly the right gear at the right rpm as with a two cylinder two-stroke. Lind also showed some talent as a salesman to lure Jack Hart back into a racing sidehack after their spectacular crash in Portland early in the season. Hart looked in good form, though, as they scored a convincing win in the Sidecar class.

In the first heat of Open GP, Lind registered a disappointing third behind Randy Skiver and Bob Loose, both on Open Cafe Suzukis. Lind's TZ750 had not been raced since Daytona and still had a rear tire that was right for Daytona but clearly not right for SIR.

Lind's tire change between heats set up the best race of the day with Lind, Loose and Skiver taking turns at all of the first three positions and never more than a couple of bike lengths apart. On the final lap, Loose had faded slightly and Skiver passed Lind in the turns around the back of the course only to have Lind hook up the TZ's power to weight advantage down the straight and pass him back just before the checkered flag.

Randy Skiver's first and second-place finishes were good enough for the win in Open GP and, coupled with a win in Open Cafe, made for a good day for Skiver in the big-bore classes. Bob Loose put in very good rides keeping Skiver and Lind honest, and led several times in both classes.

Rod Chronister, after a disappointing day in Portland on June 22, came back strong in Seattle. Chronister won the first heat of 850cc Cafe on a stock Suzuki GS750, won both heats of 750cc Production, but began to show the effects of a pre-race all-nighter when Pat Marinacci took the second heat and the win in 850cc Cafe. Chronister is young and fairly new at road racing and shows a lot of promise.

Rocky Phoenix blew up his Krauser-sponsored Kawasaki superbike in practice, then rode a Honda CBX to an apparent win in the Superbike class, but the bike had too many cc's and too many cylinders and Phoenix was disqualified, leaving the money to Joe Davis, John Westphalen and his "little" brother Monte Phoenix. Rocky's impressive ride on the CBX leaves Northwesterners with high hopes for a good showing at Laguna Seca on August 2 on the Krauser superbike.

Keith Pinkstaff made it look easy with his third win in a row at Seattle on his Suzuki GS1100 in Open Production. He also followed Skiver and Loose to a third in Open Cafe.

The Sidecars are beginning to show up in force at SIR, with nine entries for this race and talk of more next time. The Wildman/Davidson gang from Canada put in their usual excellent performance, taking second and third on their Triumph-powered sidehacks behind Lind and Hart.

Diane Prutsman engaged in an exciting dice with Steve Schaefer in the first heat of Open Single GP, but her Yamaha TT500 apparently let her down as it quit in the first heat with one lap to go and was not repairable for the second heat. Schaefer may have been just as disappointed as Diane, as it looked in the first heat as if he was beginning to pull away a bit.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Wayne Tanner (Hon); 3. Lewis Harruff (Duc).

750 PROD: 1. Rod Chronister (Suz); 2. Dave Wilson (Kaw); 3. Kelly Constable (Hon).

410 PROD: 1. Chris Robinson (Hon); 2. Scott Moon (Hon); 3. Robert Adams (Yam).

OPEN CAFE: 1. Randy Skiver (Suz); 2. Bob Loose (Suz); 3. Keith Pinkstaff (Suz).

850 CAFE: 1. Pat Marinacci (Hon); 2. Rod Chronister (Suz); 3. Dan Zlock (Suz).
600 CAFE: 1. Floyd Fortin (Hon); 2. Dale Franklin (Yam); 3. Jeff Doan (Hon).
SUPERBIKE: 1. Joe Davis (Suz); 2. John Westphalen (Tri); 3. Monte Phoenix (Hon).
OPEN GP: 1. Randy Skiver (Suz); 2. Bruce Lind (Yam); 3. Bob Loose (Suz).
250 GP: 1. Bruce Lind (Hon); 2. Brian Sutton (Yam); 3. Daryl Cornwell (Yam).
125 GP: 1. Michael Kenyon (Hon); 2. Peter Jacobsen (Hon); 3. Steve Elmer (Hon).
OPEN SINGLE GP: 1. Steve Schaefer (Hon); 2. Joe Rodgers (Suz); 3. Steve Haug (Hon).
250 SINGLE GP: 1. Rhys Howard (Hon); 2. Ralph Javins (Yam); 3. Miles Andrist (Hon).
SIDEARS: 1. Lind/Hart (Yam); 2. Wildman/Wildman (Tri); 3. Wildman/Davidson (Tri).

Watts, Ryan nab dual wins at Ridge Runners MX

By Gerry Reagan

WATSONVILLE, CA, JULY 13

Jeff Watts and Rick Ryan, both riding two classes, went wire to wire in all four motos to put together a pair of dual victories at the Ridge Runners M.C.'s benefit motocross.

The race was held to earn money for the California Motorcycle Dealers Association off-road vehicle park program which is helping to build motorcycle parks in various counties throughout California.

Watts, on an MX-Fox sponsored Yamaha, got a fairly poor start in the first 125cc Expert moto, coming off the first turn in about seventh place. He began to work away at the riders ahead of him and slipped past Chip Chapman (Hon) on the third lap to gain the lead. From that point on it was his race as he built a large lead and ran off with the moto.

In the second round Watts followed eventual second place finisher Kelly Hardman (Suz) for the first four laps but once again rode to an easy win.

Watts has been riding the 125cc National circuit and doing well against the Pros. Since signing with Fox at the beginning of this season his riding has improved quite a bit and he has become a consistently high finisher.

Watts' experience with the National riders showed up at Watsonville in the 250cc Expert class where, once again, he ran away with both motos.

Rick Ryan was the other dual winner, putting his Yamaha across the finish line first in both the 125 and 250cc Junior races. It always seems that the heart of a crowd is with the little guy and Ryan grabs the spectators' hearts every time he climbs aboard his bike. He's definitely one of the little guys, standing a full foot shorter than some of the riders in his class, but when the racing starts Ryan shows everyone that his size, if anything, is an advantage.

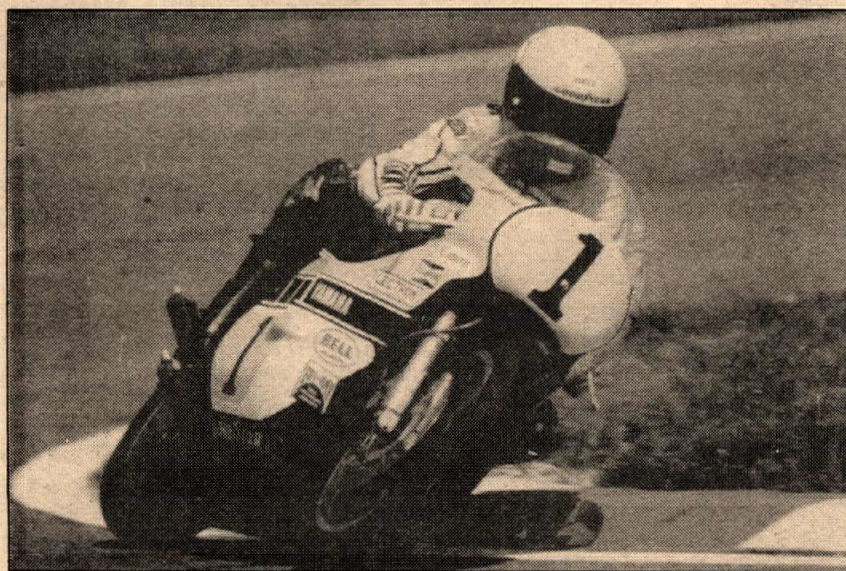
Ryan moved to the front of the pack early in all four of the motos he raced and held the lead all the way. His biggest challenge came in the 125cc class where Allen Silhanek (Yam) put in a fine ride, finishing close behind Ryan in each moto.

Open Expert rider Neal Snarr (Yam) made it three in a row at Watsonville, winning his class for the third time in as many events on the tough, twisty track, out-riding some of the top racers in northern California.

Snarr took the first moto with apparent ease at this race and began the second in the third place spot as the pack exited turn one. He followed Don Castelhamo (Yam) and Kelly Smith (Yam) for most of the first lap and then took the inside line on a tricky off-camber uphill, slipping past both riders and taking over the lead.

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NORTHERN DATELINE



Eric Maki leads his fellow 125cc Pros out of the Mt. View gate.

From that point on it was pretty easy going as he built up a 10-second lead over second place rider Gene Manhire (mai). Snarr took the white flag and, with such a long lead, he began to take it a little easy. He made the last turn and looked for the checkered, only to see the white flag still flying and the flagman waving him onto another lap.

Meanwhile, Manhire was making a last minute charge and managed to close the gap between himself and Snarr. Manhire closed to within two seconds on the extra last lap but Snarr saw him coming and picked up the pace enough to give himself a three second edge at the end of the race.

The benefit part of the day turned out pretty well. A number of CMDA members donated prizes which were awarded to the riders and a fair sum of money was collected from the profits for the CMDA program. As mentioned earlier, the proceeds went to the CMDA's motorcycle park program. That organization has hired a consulting firm to help counties obtain and use the green stickie money that is due them. So far the program has gained a lot of ground for counties that were confused by the red tape involved in getting green stickie money and a number of parks have been or are being set up throughout the state. Since the program seems to have merit the Ridge Runners offered to donate the race profits to help with financing. Rider turnout for the event was pretty good even though a District 36 screw-up allowed another race to be run on the same day, drawing a hundred or so possible entries away from the event.

The next Ridge Runners motocross at Watsonville will be held on August 17 and, although not a benefit event, it will definitely be a good one to attend.

Results

125 NOV DIV 1: 1. Shawn Hantz (Suz); 2. Scott Keller (Hon); 3. Barry Velasco (Suz).
125 NOV DIV 2: 1. Earl Tanner (Yam); 2. Tim Collins (Yam); 3. John Mello (Hon).
125 JR: 1. Rick Ryan (Yam); 2. Allen Silhanek (Yam); 3. Eric Mashbir (Suz).
125 EX: 1. Jeff Watts (Yam); 2. Kelly Hardman (Suz); 3. Chip Chapman (Hon).
250 NOV DIV 1: 1. Chris Mann (Hon); 2. Kirk Webster (Yam); 3. Ken Kasik (Yam).
250 NOV DIV 2: 1. Bradley Stoke (Hon); 2. Steve Fortis (Yam); 3. Rob Dawson (Yam).
250 JR: 1. Rick Ryan (Yam); 2. Rick Luther (Hon); 3. Chris McCurdy (Yam).
250 EX: 1. Jeff Watts (Yam); 2. Bryan Wargo (Pre); 3. Tim Alarcon (Yam).
500 NOV: 1. Greg Raub (Mai); 2. Kirk Carter (Pre); 3. Brian Tormey (Yam).
500 JR: 1. Donnie Hawkins (Yam); 2. John Scruggs (Mai); 3. Frank Sacher (Yam).
500 EX: 1. Neal Snarr (Yam); 2. Kelly Smith (Yam); 3. Joe Grassi (Kaw).
VET NOV: 1. Bob Bowers (Hus); 2. Ted Puryear (Mai); 3. Don Christianson (Yam).
VET JR: 1. Steve Ortiz (Yam); 2. Pete Wosick (Yam); 3. Mike Williams (Mai).
VET EX: 1. Michael Lambert (Hus); 2. Scott Davis (Mai); 3. Rich Lokke (C-A).

OLD TIMER NOV: 1. Max Goode (Yam); 2. George Mattson (Mai); 3. Mark Haworth (Hus).
OLD TIMER JR: 1. Fred Parsen (Hus); 2. Kerwin Brown (Mai); 3. Don McKenzie (Mai).

Visitors day at Mt. View

By Jan Newman

SANDY, OR, JULY 13

It was a super day. The track started out in great shape, getting rough and a bit dusty as the day went by, but a gentle breeze kept the dust from becoming a problem.

It was a day for outlanders at Mt. View and they took their share of the goodies. Several Pros have stayed around after the National to ride the upcoming Qualifiers and vacation time has brought other goodies.

When the 125cc Pros came off the line, Steve Pless (Hon) was out in front and behind him was Eric Maki (Yam), a hangover from Hollywood, CA. In third and pushing hard came Steve Corcoran (Yam). The positions remained unchanged until just past the halfway mark when Corcoran put Maki back to third. That must have sparked Maki into action because he came back to regain second in one lap, then set out for the front. With two laps left he picked off Pless. Michael Kinnear (Yam) took fourth.

Corcoran led the second moto until he got in trouble and wound up back in mid-pack. Maki gained the lead by Corcoran's mistake and went to the flag. Roy Davis (Yam) came back from a disastrous first moto to finish second and Kinnear was third. Pless spent the entire moto climbing up from a bad scratch to take fourth ahead of Corcoran.

On the first lap of the first 250cc Pro moto, Chris Washburn (Yam) took a wild trip over the bars but picked himself up to continue the race. Steve Banning (Yam), of La Mirada, CA, led the moto all the way with Chris Selnes (Suz) and Perry Scott (Hon) holding pat in second and third.

Selnes led off in the next moto but Banning took over on the second lap and pulled a commanding lead. Scott spent half the moto getting by Steve Howland (Yam) and Washburn to repeat in third.

Washburn was back to lead the first Open Pro race with Phil Oveland (C-A) of Saratoga, CA, and Clay Azar (Yam) seriously challenging that lead. Azar picked off Oveland on the second lap and was ready for Washburn when Washburn went down. Oveland spent a good part of the race trying to adjust the front brake cable — on the move.

Azar blew them away in the second moto as Oveland followed, this time losing a number plate. (Having watched this young man at three tracks losing fenders, the seat, number plates, etc., there are those who feel he won't have enough bike left to take home if he remains very long.) Mark Hambelton (Hus) added up two third place finishes.

Randy Bayless (Yam) and Kim Truitt (Hon) were vacationing from Kansas City, MO. Randy allowed the local 125cc Intermediate riders to take home the brass but Kim put the challenge to the 250cc Intermediates.

Jerry Ebert (Yam), Bob Plympton (Suz) and Truitt led the first moto. Plympton broke down and Lyle Shoppert (Mai) moved up to challenge Ebert. He got by at mid-point and Gary Boslar (Hus) came along to snatch the third spot from Truitt.

In the second round it was Shoppert, Ebert, Bret Benson (Yam) and Truitt. Truitt took over third after three laps but was unable to move on the other two. It became obvious that Truitt wanted not only the trophy but also the trophy girl. He nearly smothered her.

Results

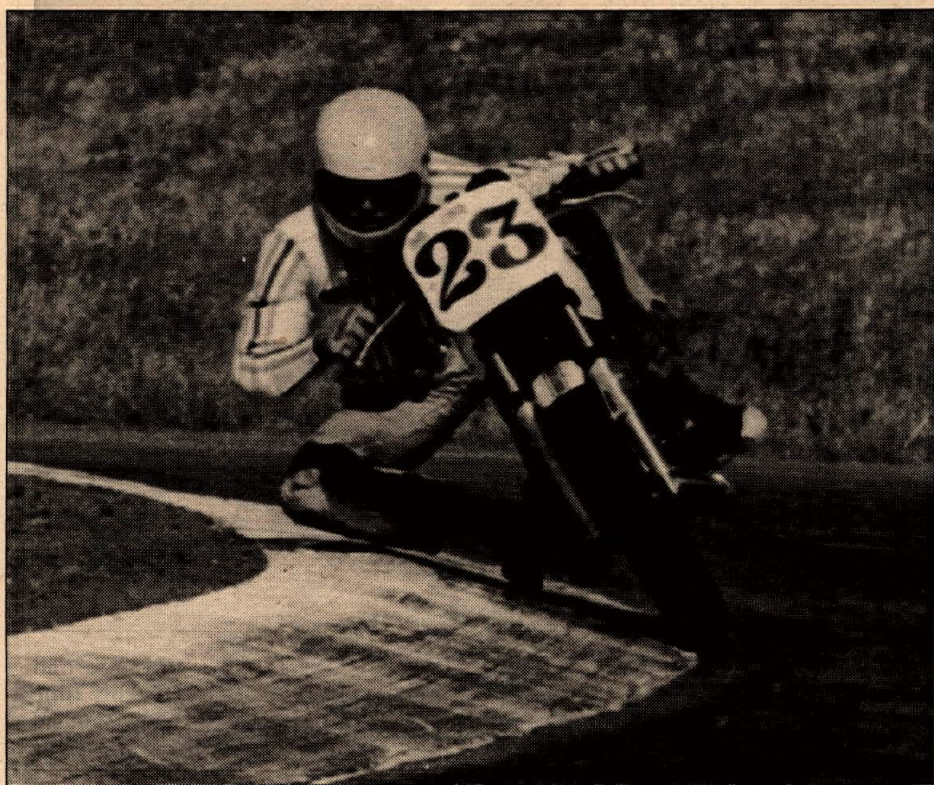
PEE WEE: 1. Leland Hofenbredl (Suz); 2. Brett Anton (Yam); 3. Travis Whitaker (Yam).
MINI JR: 1. Jeff Miles (Yam); 2. Jim Sawtell (Suz); 3. Shane Whitaker (Kaw).
MINI INT: 1. Rick Celorie (Yam); 2. Mike Klettke (Suz).
MINI EX: 1. Eric Hall (Yam); 2. Wade Anton (Yam); 3. Brad Halka (Yam).
100 JR: 1. Bud Dilday; 2. Joey Campos (Suz); 3. Kevin Hofenbredl (Yam).
100 INT: 1. Denny Fennell (Yam); 2. Doug Lange (Yam); 3. Kyle Fast (Yam).
125 JR DIV 1: 1. Wes Swearingen (Yam); 2. Larry Hofenbredl (Suz); 3. Jess Dirks (Suz).
125 JR DIV 2: 1. Ted Skipper (Hon); 2. Mike Chase (Kaw); 3. Danny Clark (Kaw).
125 INT: 1. Rod Keller (Suz); 2. Steve Bye (Yam); 3. David Hettiga (Yam).
125 PRO: 1. Eric Maki (Yam); 2. Steve Pless (Hon); 3. Michael Kinnear (Yam).
250 JR: 1. Jim Bowers (Hus); 2. Jim Brockmeier (Suz); 3. Larry Hoffman (Yam).
250 INT: 1. Lyle Schoppert (Mai); 2. Jerry Ebert (Yam); 3. Kim Truitt (Hon).
250 PRO: 1. Steve Banning (Yam); 2. Chris Selnes (Suz); 3. Perry Scott (Hon).
OPEN JR: 1. Terry Conklin (Yam); 2. Bruce Ferguson (Yam); 3. Mike Overfield (Kaw).
OPEN INT: 1. John Salgado (Hus); 2. Craig Bogle (Yam); 3. Winston Rice (Yam).
OPEN PRO: 1. Clay Azar (Yam); 2. Phillip Oveland (C-A); 3. Mark Hambelton (Hus).
30 TO 40: 1. Atanas Vlaev (Suz); 2. Michael Bracher (Suz); 3. Dave Waber (Suz).
OLD TIMERS: 1. Jim Newman (Yam); 2. James McBryde (Yam); 3. John Semmler (Yam).

Shelton nails Box Stock win at AFM Golden State

By Karl Okamoto

SONOMA, CA, JULY 6

Mark Shelton staged a dramatic last-lap pass and somehow held



Mark Ingalls feels that the extreme inside line is the ticket to fast laps.

off Kurt Knollenberg to take the overall and 750cc Box Stock win at Golden State Int'l Raceway. Shelton won \$150 from Kawasaki for his efforts and ND was also on hand. Mark had borrowed Ray Straka's Kawasaki KZ750 after Mark sent his own Champion Cycles KZ750 into the turn nine wall at Riverside during the previous weekend. Despite a 350cc displacement disadvantage, Shelton came out of the pack and was able to get by Knollenberg (San Jose BMW/Suzuki GS1100) coming down the hill at turn 10. "I just waited until he shut off for 10," said Mark.

Shelton's class competition, Frank Mazur on a Honda CB750F, also was riding a different bike after his sponsor sold his KZ750 box-stocker. "I re-evaluated how the 750F Honda works," Shelton continued. "It works better than I figured, but not as good as the Kawasaki — it goes through (turn) 8A and down the hill *really* fast."

Knollenberg seemed to have a large horsepower advantage and led the opening charge up the hill, followed closely by Chris Steward (Suz GS1000), Lee Fleming (Champion KZ1000), Mazur and Shelton. Fleming got by Steward and began to pressure Kurt, the leader. But Lee was frustrated by the GS1100's power.

"Every lap I'd catch him in the corners, but he'd pull away in the straight-aways. He won the race fair and square, but..." Lee could only shake his head, and the 1979 Open Production champ considered shelving his Box Stock ride for the season.

Defending class champ Whit Blakeslee finished fourth in his class and had his protest of third-place Steward's motor refuted when the tech inspection tear-down revealed no violations.

Fred Winters (ND/D.A.D. Yam TZ250) took the 250cc GP race after Glen Shopper (ND/Shoei/Farmhouse Rest. TZ250) and Dwayne Chung (Bill Johnson/Hungry Motors/Berkeley Yam TZ250) both slipped into and out of the lead.

"The track was slippery, that's all I can say," concluded Fred, whose biggest sponsor purchases all his race parts and also happens to be his mother.

Chung came in second and unsponsored Tom Chew (Yam TZ250) placed third.

"I love this track — always have," remarked Chris Baur. She had just finished in second place in the 200cc Production race, losing to class powerhouse Greg Overman. "The thing that I like about this track," she continued, "is that if you're having a bad day, you *can't* get away with it (by using horsepower)."

In other action, Gary Broeder (Palo Alto Yam 500) eventually dispatched arch-rival Dan Anderson (Yam 500) to take 600cc Production. Pat Eagan (*Cycle World*/ND/Moriwaki Honda Hawk) had no trouble in winning 430cc Production. Gennady Liubimsky (Palo Alto Yamaha TZ750) turned consistent 1:52s (81 mph) in his Open GP victory and Bob Runyon (Bill Smith/DKG Yamaha RD400) won both 500cc GP and 600cc Superstreet.

Lee Fleming (Champion Cycles Ducati 900) continued his domination of the Open Production class and Mike Spencer (Champion Cycles KZ650 and KZ550) had victories in the 750cc Production and 600cc Box Stock races. Essaff/Harrold took top Sidecar honors.

The next race is Golden Gate Challenge V on August 10, the annual money race.

Results

430cc BOX STOCK: 1. Conrad Brooks (Yam); 2. Jim Siemens (Yam); 3. Ed Diederich (Hon).

600cc BOX STOCK: 1. Mike Spencer (Kaw); 2. Ray Straka (Kaw); 3. Pete Struys (Hon).

750cc BOX STOCK: 1. Mark Shelton (Kaw); 2. Francis Mazur (Hon); 3. Mike Krolick (Kaw).

OPEN BOX STOCK: 1. Kurt Knollenberg (Suz); 2. Lee Fleming (Kaw); 3. Chris Steward (Suz).

125cc PROD: 1. Haim Beressi (Yam); 2. Bruce Christiansen (Yam).

200cc PROD: 1. Greg Overman (C-A); 2. Chris Baur (C-A); 3. Jon Lisker (C-A).

250 PROD: 1. Frank Mazur (Yam); 2. Phil Headley (Duc).

430cc PROD: 1. Pat Eagan (Hon); 2. Mark Ingalls (Yam); 3. Larry Theobald (Yam).

600cc PROD: 1. Gary Broeder (Yam); 2. Dan Anderson (Yam); 3. Ray Straka (Kaw).

750cc PROD: 1. Mike Spencer (Kaw); 2. Dave Emde (Suz); 3. Mark Shelton (Kaw).

OPEN PROD: 1. Lee Fleming (Duc); 2. Kurt Knollenberg (Suz); 3. Whitney Blakeslee (Kaw).

600cc SUPERSTREET: 1. Bob Runyon (Yam); 2. Jeff Hagan (Yam); 3. Greg Sachs (Yam).

750cc SUPERSTREET: 1. Mike Spencer (Kaw); 2. Darrell White (Suz); 3. Frank Batcheller (Tri).

OPEN SUPERSTREET: 1. Kurt Knollenberg (Suz); 2. Mark Ingalls (Nor); 3. Jeff Stanley (Suz).

125cc GP: 1. John Glover (Yam); 2. Bill Mullins (Yam); 3. Jeff Leggett (Hon).

200cc GP: 1. Scott Maierbi (Sob); 2. Jon Lisker (C-A); 3. Ron DeBruin (Suz).

250cc GP: 1. Fred Winters (Yam); 2. Dwayne Chung (Yam); 3. Tom Chew (Yam).

500cc GP: 1. Bob Runyon (Yam); 2. Fred Harris (Yam); 3. Jack Baker (Yam).

OPEN GP: 1. Gennady Liubimsky (Yam); 2. Kerry Bryant (Kaw); 3. Dave Emde (BMW).

SIDECARS: 1. Essaff/Harrold (PE); 2. Coleman/Bevans (Yam); 3. Bryant/Langford (Kaw).

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- 83cc Minicycle Stock, Beginner, ages 9 - 11
- 83cc Minicycle Stock, Novice, ages 9 - 11
- 83cc Minicycle Stock, Intermediate, ages 9 - 11
- 83cc Minicycle Modified, Beginner, ages 9 - 11
- 83cc Minicycle Modified, Novice, ages 9 - 11
- 83cc Minicycle Modified, Intermediate, ages 9 - 11
- 83cc Minicycle Stock, Beginner, ages 12 - 16
- 83cc Minicycle Stock, Novice, ages 12 - 16
- 83cc Minicycle Stock, Intermediate, ages 12 - 16
- 83cc Minicycle Stock, Expert, ages 12 - 16
- 83cc Minicycle Modified, Beginner, ages 12 - 16
- 83cc Minicycle Modified, Novice, ages 12 - 16
- 83cc Minicycle Modified, Intermediate, ages 12 - 16
- 83cc Minicycle Modified, Expert, ages 12 - 16
- 105cc Minicycle Modified, Open, ages 9 - 11
- 105cc Minicycle Modified, Open, ages 12 - 16
- 125cc Motorcycle Stock, Expert, ages through 16
- 125cc Motorcycle Modified, Expert, ages through 16
- 250cc Motorcycle Modified, Expert, ages through 16

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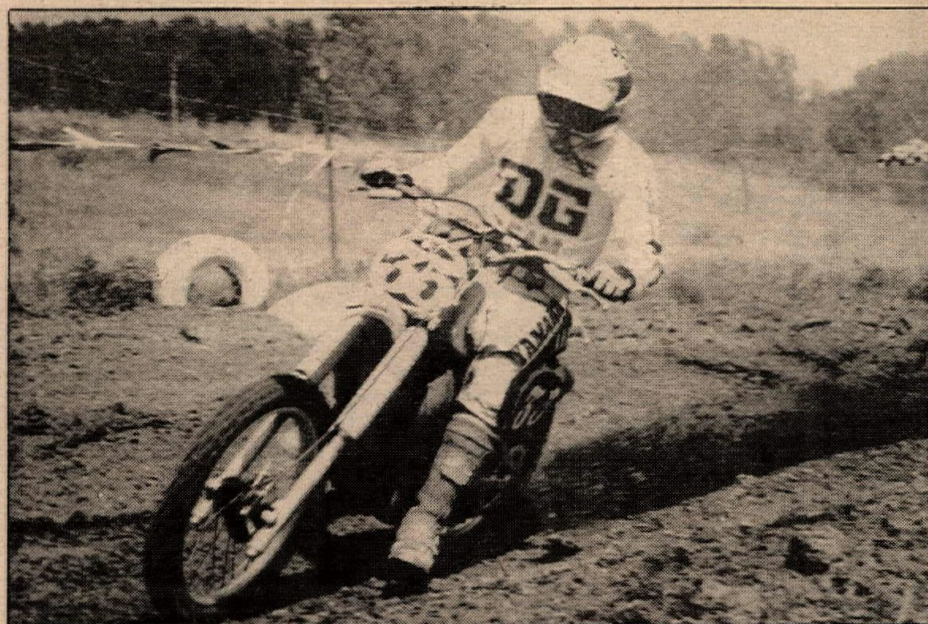
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Lyle Reidy powers to the Race Place 250cc Junior win.

Hot racing at Race Place MX

By Mitch Rorabaugh

CHAPMAN, KS, JULY 13

Nearly intolerable heat might have had an adverse effect on rider and spectator turnout, but the action in each of the classes at Race Place II near Chapman provided plenty of excitement.

Kansas City ace Brad Jones made the trek to Race Place and gave a couple of local riders a very fast moving target to shoot for. Jones took the holeshot in the first 250cc Expert moto with Fred Traskowsky, Kevin Carbaugh, Tony Billan and Glen McClure in tow. Traskowsky was the only rider able to stay near the fleet Jones and on the third lap managed to slip by. Jones played shadow for a little more than a lap before setting up Traskowsky on an uphill jump to power his Yamaha past. Jones went on to win the moto with Traskowsky rolling in a secure second over Carbaugh and Billan.

Jones put everyone back at the start of the second moto and cruised in uncontested for the win and the overall. Traskowsky once again maintained the runnerup slot throughout the moto, despite being stopped at one point by a piece of tree root that somehow wedged itself in the drive chain. Billan brought his Honda in for third and third overall. Carbaugh had difficulty keeping his Honda running straight in the clods and dropped to sixth for fourth overall.

Bruce Staples of Manhattan led the charge of Open Experts through the first turn. Hot after Staples was Jones on his Yamaha 465 followed by H.A. Spaulding, Jr. Staples kept his Suzuki ahead of Jones until the third lap when he managed to squeeze by. Staples stayed close behind and waited for Jones to make some sort of mistake. On the fifth lap that mistake came in the form of a crash on Jones' part in the bottom of one of the steep gullies. Staples went on to win before Jones could recover.

Jones led Mike Crumet, who failed to start the first moto, Spaulding and Staples in moto number two. Spaulding pulled off the track briefly on the first lap while Jones and Crumet pulled further ahead of Staples. Jones started to put a little distance on Crumet's Maico by the fourth lap, but then lost control in the whoops and very nearly fell, somehow managing to

hang on to win it over Crumet and Staples.

At the start of the 125cc Experts, it was Mark Newlin's Yamaha leading Jon Ungerer, Don Sleezer, Roger Frizell and Craig Robl. Ungerer ran off the track in the bottom of a gully midway through the first lap and lost his second place as Sleezer inherited it and took off for Newlin. By the third lap, the top five were running very tight and wheel to wheel as it was Newlin, Sleezer, Frizell, Mark Williams and Kurt Johnston. Sleezer put his Suzuki into the lead on the fourth lap while Johnston moved up to fourth when Williams ran into difficulty and dropped to seventh. At the flag, it was Sleezer winning over Newlin, Frizell and Johnston.

Marty Crowley holeshot the second moto with Frizell right on his tail. Before the lap was half over Frizell slipped wide in a turn and Sleezer dove into second. Sleezer really started pressuring Crowley and on the second lap made his move and got by, as did Frizell a few turns later. Newlin and Johnston got around Crowley as well on the next lap and then Johnston went right past Newlin. On the fifth lap Johnston took an inside line by Frizell's Honda and went on to finish second behind Sleezer, who was several seconds ahead. Frizell hung on for third over Newlin and Crowley.

John Fekas snared the start of the 125cc Juniors with John Gilliard, Danny Flynn, Tim Reif and Kurt Ross trailing. One-half lap later, Gilliard slipped inside of Fekas when Fekas got sideways on an off-camber. Flynn moved into second at the end of the first lap and then Fekas pulled out of the race with a badly bent brake pedal. By the third lap the order was Gilliard, Flynn, Ross, Reif and Roy Johnson, Jr. Flynn was unable to reel Gilliard in and the order remained the same to the end.

Flynn led the second charge of the class. He pulled out a slight lead for two laps before Gilliard snicked his Honda into overdrive and went by for the win. Flynn kept him in sight and finished second over Ross and Reif.

Lyle Reidy was the man to beat in the 250cc Juniors. Reidy and his Yamaha turned two holeshots into two wins with his smooth and controlled style, a necessity with the heat and, despite a fine watering effort, eventually dust. Steve Szyrnaka was running a secure second until the third lap when he went down in some mud in the first moto. Jeff Montgomery took over the second position and Curtis Everleigh and Lloyd McClure finished third and fourth.



Ben Norfolk nabbed the 250A win at Rapid City.

Montgomery trailed Reidy at the start of the second moto until he ran off the track and dropped to third behind McClure. On the third lap, Frank Royse jammed by Montgomery and positions held to the end. Reidy won it over McClure, Royse, Montgomery and Everleigh.

Mark Stevens led Lindon McCall and Bill Hinkle at the start of the Open Juniors. By the end of the first lap, McCall had taken over the lead and the top four were running very close. Jerry Clason had moved into the fourth place slot. On the last lap McCall lost it and fell back to fourth while Stevens inherited the win over Hinkle and Clason.

Stevens led all the way in the second moto with Clason and Hinkle running a consistent two and three. McCall failed to make the start.

The next race at Race Place II will be August 9 and 10. The Saturday race will start at 2 p.m. with practice at noon. There will be a cookout afterwards. Bring your choice of meat and drinks. The Race Place crew will provide the potatoes, salad and coals.

Results

OPEN EX: 1. Brad Jones (Yam); 2. Bruce Staples (Suz); 3. Mike Crumet (Mal).
250 EX: 1. Brad Jones (Yam); 2. Fred Traskowsky (Yam); 3. Tony Billan (Hon).
125 EX: 1. Don Sleezer (Suz); 2. Kurt Johnston (Suz); 3. Roger Frizell (Hon).
OPEN JR: 1. Mark Stevens (Kaw); 2. Jerry Clason (Yam); 3. Bill Hinkle (Yam).
250 JR: 1. Lyle Reidy (Yam); 2. Lloyd McClure (Yam); 3. Jeff Montgomery (Hon).
125 JR: 1. John Gilliard (Hon); 2. Danny Flynn (Yam); 3. Kurt Ross (Suz).
125 NOV: 1. Jay Stevenson (Suz); 2. Galen Pralle (Hon); 3. Calvin Holland (Yam).
250 NOV: 1. John Thelander (Yam); 2. Michael McClellan (Suz); 3. Joseph Lopez (Hon).
100: 1. Bill Nelson (Yam); 2. Donald Henderson (Suz); 3. C.E. Weinbeck, Jr. (Yam).
MINI SR: 1. Kevin Wolf (Yam).
MINI JR: 1. Jaron Cox (Suz); 2. Brian Carlson (Suz); 3. Mark Goodson (Suz).
MINI NOV: 1. Ronnie Bramlage.
OVER 30: 1. Lloyd McClure (Yam); 2. Steve Dix (Yam).
ENDURO: 1. John Thelander (Yam); 2. Lee Williams (Yam); 3. Donald Hendrix (Yam).
BMX 1: 1. David Mann; 2. Randy Singleton; 3. Eric Mace.
BMX 2: 1. Walter Piper; 2. Bill Gates; 3. Troy Archer.

Norfolk tops small field at Crash City

By Richard Creed

RAPID CITY, SD, JULY 6

Rapid City's motocross track is usually a pretty tame landscape. Its tight, twisty course does not easily lend itself to blazing speed. Top gear gets a rest, while the lower and middle cogs sweat all day. Nor is the track a particularly tough one on bike or rider. There are few elevation

changes and the jumps are moderate to small by today's "sky shot" standards.

So it was with some surprise that this near stadium motocross size layout would produce so many accidents. Hardly a race went by without the ambulance running a hot lap with the riders. Strange. Perhaps it was the fatiguing heat or the release of the pressure of the state motocross championship that caused everyone to relax too much, but whatever the reason, there was more Japanese metal flying in the air since the end of the Big Two caper.

Heading the list of high flyers was Ben Norfolk of Gillette, WY, who took advantage of an off day for Rice Cycles-sponsored Deryk Ward, who usually wins the 250cc Expert class. Ward could do no better than dead last today after a first moto crash and a DNF in the second round put him out entirely.

Billy Stork, usually a top contender in any class, also had a disastrous day in the 125cc Expert class. Stork won the state crown in the 125cc class, but could do no better than fifth overall on the basis of an 8-3 showing. Stork suffered a thrown chain in the first moto which dropped him well down the field, but came back in the second moto to post third behind Dave Kahler and class winner Tony Shaw from Gillette, WY.

Most people who rush the fences to watch the Beginners race in the 125C bash do so for one reason. They like to see the arms and legs fly. But today was different. There was a close race for the lead between Lynn Hyde and Mrs. Marge Stork, mother of Billy Stork, wife of Bill, Sr. Hyde finally got around Mrs. Stork in the first moto, but not without first eating a healthy serving of sawdust and grit.

In the second moto, Hyde had to contend with Mrs. Stork once again and Marty Cook. Hyde bested Mrs. Stork to take the overall win while Marty won the second moto. Mrs. Stork put her 2-3 finishes together for a solid third overall.

Results

MINI A: 1. Curt Hyde (Suz); 2. Randy Coughlin; 3. Jim Winchester.
MINI B: 1. Stace Waugh (Yam); 2. Clint Overman (Yam); 3. Steve Prestjohn (Yam).
125C: 1. Lynn Hyde (Suz); 2. Marty Cook (Yam); 3. Marge Stork (Yam).
125B: 1. Mark Gastin (Yam); 2. Dave Molder (Suz); 3. Kirk Worley (Hon).
125A: 1. Tony Shaw (Yam); 2. Dave Kahler (Kaw); 3. Wade Rice (Hon).
250B: 1. Mark Clarke (Yam); 2. Ron Mills (Hon); 3. Dave Molder (Hus).
250A: 1. Ben Norfolk (Yam); 2. Perry Bicek (Hon); 3. Duane Lorenzen (Hon).
OPEN: 1. Bill Stork (Yam); 2. Bob Molder (Hus); 3. Marty Sorenson (Kaw).
ENDURO: 1. Grant Rogerson (C-A); 2. Philip Rasmus (Yam); 3. Les Rask (Yam).

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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Topeka, KS/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Super-cross Series Schedule

8/9-10	Philadelphia, PA
10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region	
8/17	200 mi. Nat'l. Lansing MC, Lansing, MI 517/374-8193
10/5	100 mi. Nat'l. IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l. Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l. Greylock Riders MC, Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

8/9-10	Fremont Raceway, Fremont, CA
**8/27-9/1	Indianapolis Raceway Park, U.S. Nationals, Indianapolis, IN
10/4-5	Atco Dragway, Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals, Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/16-17	Summer Nationals, Washington, DC
9/13-14	Lone Star Nationals, Houston, TX
10/11-12	World Finals, Gulfport, MS

1980 Dragbike! Race Schedule

8/2-3	2nd Annual Garden State Classic, Great Meadows, NJ
8/8-9	Bikernationals, Black Hills Dragway, Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park, Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City, Dallas-Ft. Worth, TX
9/14	Orange County Classic, Orange County Intl. Raceway, E. Irvine, CA
9/27-28	Southern Nationals, TBA
10/18-19	Okie Classic, Tulsa Intl. Raceway, Tulsa, OK
10/25-26	Florida State Championships, Speed World, Orlando, FL
11/22-23	National Finals, Gainesville, FL

1980 SCORE Race Schedule

8/21-24	Off Road World Championships, Riverside, CA
9/27-28	Off Road Championship, Sonoma, CA
11/4-7	Baja 1000, Ensenada, BC

1980 AMA National Hillclimb Series

8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region	
8/3	Sandy, OR Northwest MX Ent. 503/644-5395, 472-2475

Central Region

10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

8/17	Brownsville, PA Hi-Point Raceway 304/296-4157
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Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series)

1980 AMA Regional Dirt Track Series Western Region

8/10	Sturgis, SD/H-M
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Central Region

8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

8/15	Hamburg, NY/H-M
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World Championship Observed Trials Series

8/24	Finland
8/31	Sweden

World Championship Road Race Series

8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series

125cc	
8/3	Canada
8/17	Spain
250cc	
8/17	Finland
8/24	Sweden
500cc	
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard, France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

8/1-3	Lake Whitney, TX Honda/AME American Minicycle Grand Natl. Finals
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
8/17	Carlsbad, CA Women's MX Nationals

9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophée des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track
9/21	Poland World Championship Team Speedway
9/22-27	France World Championship ISDT

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry \$10 (no gate fee for riders). Watch \$4.00 Jrs. \$2.50, kids \$1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5 1/2 mi., end of Brown Field airport. Coca Cola \$7500 Stadium MX, all classes, \$3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry \$10, watch \$4, 9-14 \$2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry \$7, mech. \$5. Watch \$4, 6-12 \$5. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes, Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. \$3 watch, \$8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 to Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry \$15 Pros, \$8 non-memb., \$6 RACE memb. (admission not inc.). Admission \$3.50, students \$2.50, children \$1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. \$1,165 purse, 1/4 mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch \$4, 13-16 \$3, 9-12 \$1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcw., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry \$10. 80% Ex. p.b. Spect. \$4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission \$4.50, Jrs. 12-15 \$3, 5-11 \$1. Info 714/492-9933.

SACRAMENTO NIGHT MOTO-CROSS

Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry \$10, watch \$4, Info 916/363-2646.

SACRAMENTO SPEEDWAY

Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. \$1225 purse, entry \$7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry \$8, \$13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

SHORT TRACK

Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 241-1359.

TEXAS MOTOCROSS

Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry \$8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS

Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTO-CROSS

Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry \$8, Pros \$10, watch \$3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$10, Pros \$15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

CENTRAL CAL SPEEDWAY
Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View offramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

NITE DRAGS

Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK

Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippie Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry \$8, Semi-Pro \$4, 2nd bike \$6, watch \$3. Sheila 916/534-8955.

IDAHO

IESRA SHORT TRACK

Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry \$4, Pros \$6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS

Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry \$8.50 Am/\$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS SHORT TRACK

Ross Downs, 6500 Business 121, Colleyville, TX. Between Ft. Worth & Grapevine. Micro Mini thru Open Ex. 100% p.b. Entry \$6, Ex. \$10. Royal Enterprises. 817/267-5635.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE

Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission \$5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS

Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry \$7 Am, \$12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS

Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for \$5. 503/479-2405; 476-8829.

July 30

R.A.C.E. FLAT TRACK

Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, \$ to Pros. Entry \$6, Pros \$8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

August 1-3

HONDA/AME AMERICAN MINICYCLE CHAMPIONSHIP SERIES GRAND NATIONAL FINALS

Lake Whitney Cycle Ranch, Lake Whitney, TX. Honda Challenge Race 83cc, Natl. Hero class 61, 83, 100 & 125cc. Win a Honda support ride 83 & 125cc Natl. class. XR 4-stroke Mini class, 83 & 125cc Girls Div. Entry \$25 mail, \$35 post. Prizes, contingencies, trophies. AME, PO Box 988, Lake Whitney, TX 76692. 713/482-7593.

August 1

AME NIGHT MINI MX

Indian Dunes, Valencia, CA. Post entry \$9. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry \$10 Sptsmin., \$12 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry \$6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

August 2-3

AMA/WINSTON PRO ROAD RACE NATIONAL
Laguna Seca Raceway, Monterey, CA. F-1, Superbikes, 250s & Sidecars. Superbike final on Sat., F-1 Sun. Tickets avail. @ Macy's, Ticketron, Bass, Emporium, Capwells & Laguna Seca office, PO Box SCRAM, Monterey, CA 93940. Info 408/372-1516. Camping, info & credit card orders 373-1811.

August 2

PASADENA M.C. NIGHT ENDURO
Sidewinder Rd., Barstow, CA. Hwy. 15 N to Barstow. All classes inc. ATC, Vintage & hacks. D-37 pts. & rules. Mail entry \$15 2 loop, \$10 1 loop, post add \$3. C & hacks go 1 loop. Roger Jespersen, 18731 Leadora, Glendora, CA 91740. Info 213/335-6268 Ron (6 p.m.-9 p.m.), 3404.

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access P.O. 2 1/2 mi. on left. All classes. Gates open 4:30 p.m., prac. 7, race 7. 30% trophies (50% to Mini Beg., & Nov.), 100% Ex. p.b. Entry \$8, non-ARC memb. \$10, Pros \$10, gate \$3, under 12 \$1. Info 602/795-2238.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry \$9, Pros \$12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ODYSSEY SPRINT RACE
Sacramento Kartway, Sacramento, CA. Hwy. 50 E to Bradshaw, S to Jackson Blvd. Hwy. 16, E to Excelsior, left to 5300 Excelsior. 2 classes + Pro & PP, 30% trophies, 100% Pro p.b. Gates open 7 a.m., sign up 7:30-9, prac. 9. Entry \$8, Pros \$12, watch \$4. Info 916/393-9728, 363-0374.

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

August 3

CMC PACIFIC CHAMPIONSHIP MX SERIES
Huron Cycle Park, Huron, CA. \$3,000 pt. fund, \$30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC license req., may be purchased @ track. Jr/Int. entry \$15 mail, \$20 post; Pros \$25 mail, \$35 post. No-Name Promotions, PO Box 579, Elk Grove, CA 95624. 916/381-0760.

D-36 MOTOCROSS
Hills Ferry Speedway, Newman, CA. I-5 to Crows Landing (Fink Rd.), E to River Rd., S to track. All district classes, bonus trophies, all sand track, AMA Prog. 1/2 Pro pts., camping OK. Gates open 6:30 a.m., prac. 8, race 9. Entry \$13, Pros \$15 + \$3. Boss MX 415/462-0537, 829-5330.

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All classes, D-36 cards accepted, 30% awards, 100% Pro p.b. Entry \$12, Pros \$15 + \$3 gate. Gates open 6:30 a.m., prac. 8:30, race 9:30. No O/N camping. Info 415/355-4760.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & brass for Sptsmin. Entry \$10/\$20 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. Pro Regional qualifiers, all classes, \$3000 purse. Info 503/668-4851.

ITA TRIAL
Saddleback Park, Orange, CA. Classes from 1st Time to Sr. (A & B). 40% medals. Entry \$7 memb., \$9 non-memb. Jean Fradette 714/879-0570.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnyvale, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry \$13 Pro, \$9 Sptsmin., \$7 Pee Wee. Purse 80% up to \$1200, 30% Trophies to Sptsmin., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. sign up 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry \$8 mail, \$10 post. Pros \$13 mail, \$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry \$10, yearly membership \$15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry \$4, pit pass \$3, watch \$2.50, 6-18 & Srs. \$1.50. Info 503/753-0942.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry \$8, Ex. \$12. Race starts @ noon. W. Bynum 512/592-6764.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

August 6-10

NMA GRAND NATIONAL CHAMPIONSHIP
Ponca City MX Park, Ponca City, OK. Prac. 8/6, racing 8/7-9, Championship Final events 8/10. Gates open 6 a.m., race 8. Parade 8/7 on Grand Ave. @ 6:30 p.m. NMA, PO Box 46, Norwalk, CA 90650. Ron Hennricks 213/868-8112, 714/770-2248.

August 8

CALIFORNIA SUPERBIKE SCHOOL

Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ500s + leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry \$6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry \$9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry \$9, Pros \$13. Prac. 7 p.m., race 8. Info 213/830-7519.

August 9-10

D-37/PRAIRIE DOGS HOT DOG DUAL EUROPEAN SCRAMBLES
Camp Rock Rd., Lucerne, CA. I-15 to Bear Valley cut-off to Camp Rock Rd. Rescue 3, free refreshments 7 p.m. Sat. Entry \$11. All classes. Sat. start 10 a.m. Trail bike, Sun. 8 a.m. Trail bike. Info 714/530-6812.

August 9

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CMC \$12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 198. All classes Mini-Open, Also OT, PP & Oddy. 1/2 if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry \$10, Pros \$15, gate \$4, 6-12 \$1. Rick Worth 209/935-0277, 0485.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Benefit for Dixon Youth Projects by Dixon Police Dept. & Argyll Park. All classes, lots of bonus trophies to Sptsmin., 100% p.b. to Semi-pro. Entry \$12, Semi-pro \$15 + \$3 park fee. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Info 916/678-3592.

PORTERVILLE SPINNERS MOTOCROSS
Spinners Airport Raceway, Porterville, CA. AMA Area 9 Qualifier. Gates open 2 p.m., prac. 5-6, race 6:30. Info 209/784-5113, 8335.

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

August 10

RUTH LAKE MOTOCROSS
Ruth Lake, CA. 85 mi. E of Eureka, take Hwy. 36, 7 mi. past Ruth Dam. CMC-sanctioned, 100% Pro p.b. paid by moto & overall, same day trophies + high point series for all classes w/58" trophy to high pt. winner. Info 707/443-6355.

RMTA MASTERS CUP TRIAL
Cripple Creek, Colorado Springs, CO. All classes. RMTA, 1314 Motor City Dr., Colorado Springs, CO 90806. Info 303/473-3277 (days).

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MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED
Member Sportsman \$8—Member Experts \$12—Non-Member add \$2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass
Free overnight camping—Pay once, stay all weekend—Gate opens 6:30—Practice 8:00—Race 9:00
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Aug. 2 — Pasadena M.C. Night Enduro
Aug. 3 — DeAnza Park Moto Cross
Aug. 9/10 — Prairie Dogs Dual Euro. Scram.
Aug. 10 — Sunrise Park Moto Cross
Aug. 31 — DeAnza Park Moto Cross
Sept. 6/7 — Dirt Diggers Grand Prix

SRA Schedule
AUG. 10 SADDLEBACK G.P.
AUG. 31 CARLSBAD G.P.
SEP. 21 RIVERSIDE G.P.
714-828-1358

SAN DIEGO MOTOCROSS FINALS
San Diego Stadium October 25
AMA SANCTIONED
Stadium Motorsports Corporation
P.O. Box 1523
Laguna Beach, CA 92651

MOTOCROSS RACE SCHEDULE
Aug. 3 — Indian Dunes \$2500.00 Day
Aug. 8 — Indian Dunes Friday Night
Aug. 10 — Saddleback
CRC Membership Required
213-830-7519

AMERICAN MOTO-CROSS ENTERPRISES A.M.E. INC.
Aug. 1-10-15-24-29
INDIAN DUNES
Aug. 2-16
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AME P.O. BOX 1421, RESEDA 213/881-5778

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CONTACT: NMA
P.O. BOX 46
NORWALK, CA 90650
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE
MOTOCROSS 213-868-8112

SAVE \$\$ Ride your bike to the SAVE GAS

CYCLE NEWS MOTORCYCLE LICENSE NIGHT AT COSTA MESA SPEEDWAY

FRIDAY, AUGUST 8TH, 8:00 P.M.

Orange County Fairgrounds

(at the end of the Newport/Costa Mesa Freeway #55)

Anyone with a class 4 motorcycle drivers license will be admitted for 1/2 price, Friday Aug. 8th only.

If you wish to ride your motorcycle to the races we have provided a private, well lit, guarded, V.I.P. motorcycle parking area, with a special entrance off Arlington Ave. You won't even have to walk to the stadium, you park right in front.

If you don't ride a bike it is still 1/2 price if you simply show the ticket seller your class 4 license.

San Diego Freeway 405

Arlington Ave.

Fair Dr.

Fairview Rd.

Orange County Fairgrounds

Newport Freeway 55



J.C. Agajanian Presents:



MOTORCYCLE



RACING THRILLS

CMC MOTOCROSS
CHALLENGING COURSE
WEDNESDAY NIGHTS
7:30 P.M.



AMA SPEEDWAY
EUROPEAN QUARTER-MILE
THURSDAY NIGHTS
8 P.M.



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T&O YAMAHA ACCESSORY SPECIALS
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METZELER TIRES DUNLOP TIRES BEL-RAY OIL ND SPARK PLUGS ALL SIMPSON HELMETS ALL 15% OFF
2420 Narbonne Ave., Lomita, CA 90717 (Torrance/South Bay area)
(213) 534-2311

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All classes, D-36 cards accepted, 30% awards, 100% Pro p.b. Entry \$12, Pros \$15 + \$3 gate. Gates open 6:30 a.m., prac. 8:30, race 9:30. No O/N camping. Info 415/355-4760.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, brass to Sptsmn., 100% p.b. to Semi-pro. Entry \$12, Semi-pro \$15 + \$3 park fee. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Infor 916/678-3592.

OFF-ROAD FAIRE
Los Alamitos Racetrack, 4961 Katella Ave., Los Alamitos, CA. Parts swap, vehicle display & mart + special display. Move in for exhibitor 6-9 a.m., display judging 10:30, close 3 p.m. Admission \$2.50, under 12 \$1, 20 x 20 swap spaces, vehicle mart and vehicle display \$10. Free parking. Dave Robertson 213/923-3310.

PITS VOLUME TRIAL
Donner Ski Ranch, Norden, CA. All classes. Riders mtg. 10 a.m. Info 702/331-6969 (Ski).

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry \$9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SRA SADDLEBACK GP
Saddleback Park, Orange, CA. All classes, finisher pins, 20% trophies. 201-Open & Srs. prac. 8 a.m., race in a.m. 0-200cc prac. 12:30 p.m., race in p.m. SRA lic. req. Gates open 7 a.m. Mail entry \$12, post \$15. Mail entry closes 8/3. Info 714/828-1358.

D-36 MOTOCROSS/M.D. BENEFIT
Virginia City, NV. 1st race on area to be off-road park. All race proceeds to M.D. fund. All classes, 2 motos, 100% Pro p.b. Goodie pack to ea. entry. Free camping. Boothill Motocross. Info 702/329-1323, 359-6019.

OMRRA SIX-HOUR ENDURO ROAD RACE
Portland Intl. Raceway, Portland, OR. I-5 N, exit 306B, N. Portland. 430/Open Prod. (AFM Box Stk.), 600/Open Cafe (AFM Prod. & S.S.). Bikes must have head & tail light on during race. 75% p.b. all classes + \$150 to 1st ea. class + trophies 3 deep (5 deep overall). Entry \$60, no post-entry fee for AFM racers. OMRRA Treasurer, 6223 SE 21st, Portland, OR 97202. Roni Winn 503/239-4038, Herman Kachold 292-4511.

MMA MOTORCYCLE SWAP MEET
Cow Palace, San Francisco, CA. Buy or sell. Live band and concessions. Admission \$3, 10 x 10 space \$15, 2/\$25. Open 8 a.m. sellers, 11 general admission. MMA Special Events Division, PO Box 1576, Pacifica, CA 94044.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. US 101 to Santa Maria river bed. 6th Annual Elks Cerebral Palsy 100% Benefit MX. All classes inc. OT/OTHG. Contingencies, sky divers, door prizes, Elks BBQ. Entry \$10. Contingency donors still needed! Info 805/937-6171 (eve.).

CMC PACIFIC CHAMPIONSHIP MX SERIES

Prairie City OHV Park, Sacramento, CA. \$3,000 pt. fund, \$30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC license req., may be purchased @ track. Jr./Int. entry \$15 mail, \$20 post; Pros \$25 mail, \$35 post. No-Name Promotions, PO Box 579, Elk Grove, CA 95624. 916/381-0760.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. AMA Am. & Prog. MX. Entry \$8, Prog. \$13, watch \$3.50, 7-11 \$2. Info 503/472-2475.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. \$10/Pros \$13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry \$15 Pro, \$9 Sptsmn. Purse 80% up to \$1200. No memb. req. Nick Brajevich 714/245-7339.

OAK HILL MOTOCROSS
Oak Hill, TX. On Mt. Zion Rd. between Decatur & Alvord. Trophies thru 8th, \$500 Ex. purse, split program, free O/N camping. Entry \$8, Ex. \$10, gate \$4. Info 817/427-4771.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry \$10/\$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry \$8 mail, \$10 post. Pros \$13 mail, \$15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

August 13

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, \$ to Pros. Entry \$6, Pros \$8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

August 15

INDOOR MOTORCYCLE SWAP MEET

National Orange Showgrounds 693 S. E St., San Bernardino, CA. 6-11 p.m. Parts, accessories and complete bikes. Admission \$3, under 12 free. R.G. Canning Enterprises. 213/558-0763.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry \$8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: \$9 Sptsmn., \$12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry \$6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

August 16-17

RMATA UTE CUP TRIAL
Pikes Peak, Colorado Springs, CO. Coincides w/Sidecar Natl. Ex./Adv./Sr. A/Int./H School classes also. RMATA, 1314 Motor City Dr., Colorado Springs, CO 80906. Info 303/473-3277 (days), 633-4514 Bill, 574-7211 Tom.

August 16

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2 1/2 mi. on left. All classes. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Beg., & Nov.), 100% Ex. p.b. Entry \$8, non-ARC memb. \$10, Pros \$10, gate \$3, under 12 \$1. Info 602/795-2238.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC. 30% trophies, cash p.b. to Pros. AME lic. req. Post entry \$9, Pros \$12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SAND HILL RANCH MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from

both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

August 17

CMC PACIFIC CHAMPIONSHIP MX SERIES

Saddleback Park, Orange, CA. \$3,000 pt. fund, \$30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr/Int. entry \$15 mail, \$20 post; Pros \$25 mail, \$35 post. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

AMA MOTOCROSS

Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry \$15 Exp., \$8 Sptsmn., \$3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

CMC MOTOCROSS

Saddleback Park, Orange, CA. Gate opens 7:30 a.m. Sign up 8-9, prac. 8-9, first race 9 a.m. Junior & Int. entry \$8 mail, \$10 post. Pros \$13 mail, \$15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MARYSVILLE MOTOCROSS

Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70 @ 1st & F St. AMA Prog. Pro (1/2 Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit bikes. Natl. qualifier race for Minis, an RM given away by drawing to Mini. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry \$13, Semi-Pro \$3 + \$15 to purse. Watch \$4, 6-12 \$1. Charlie Sexton 916/695-2727, 2088.

DEANZA MOTOCROSS

DeAnza Cycle Park, Sunnyvale, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry \$12 Ex., \$8 Sptsmn. Non-memb. add \$2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

WOMEN'S MOTOCROSS NATIONALS

Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, I-5 to Palomar Airport Rd., E approx. 5 mi. 250 Pro, 125/250 Am., 125 or 250 Nov., Sptsmn. or Ex. Pit-tootsie. P.B. to Pros, trophies all others. Entry \$12, Pros \$17, P-t \$6. Mail entries & 2 SASE to: Vickie Miller Haag, 2167 El Dora St., Lemon Grove, CA 92045. 714/462-9395.

CMC MINI-MX

Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry \$10, yearly membership \$15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS

Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry \$10/\$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

D-27/28 MOTOCROSS

Washougal MX Park, Washougal, WA. AMA Am. & Prog. MX. Entry \$8, Prog. \$13, watch \$3.50, 7-11 \$2. Info 503/472-2475, 620-5301.

TEXAS MOTOCROSS

Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

TEXAS MOTOCROSS

Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4793.

August 18-22

RUSS DARNELL MOTOCROSS

SCHOOL
Dixon, CA. Limited enrollment, entry \$215. For reservations & info, call 213/767-1854, 714/980-3212.

August 22

SAND HILL RANCH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry \$9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry \$9, Pros \$13. Prac. 7 p.m., race 8. Info 213/830-7519.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. N of Stockton, Hwy. 99 & 8 Mi. Rd. 60-Open, Jr/Int/Ex. Class C trac., Semi-pro purse. Entry \$6/bike. Prac. 6:30 p.m. Ann Carr 209/931-3722.

August 23

SAND HILL RANCH MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 10 race series (5 scrambles on Fri. nites, 5 MX on Sat. nites) w/hi point trophies for ea. class, combining points from both Fri. & Sat. races. Entry \$10, \$7 2nd, \$4 watch. 80% Semi-pro p.b. Gates open 5 p.m., prac. 7, race 8. Tom Anderson 415/798-5695, 634-3328.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

August 24

PITS GRANITE MOGUL TRIAL
Donner Ski Ranch, Norden, CA. All classes. Riders mtg. 10 a.m. Steve 916/758-3499.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacto to Prairie City Rd., S to White Rock Rd., W to entrance, S to track. 3rd Annual Natl. Motorcycle Patrol Benefit, many contingencies by NMP, promoted by D-36 on behalf of NMP. All classes inc. Women, OT, Vet, etc. 100% p.b. to Semi-pro. Entry \$10, Semi-pro \$15, gate \$5. 1st time back on Hidden Valley track since Hangtown. Charles Schafer 209/267-0312, 916/961-1211.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway exit. Mini-Open Pro + OTHG & Vets. 30% brass, 100% p.b. Entry \$9 Spts., \$12 Pros. Free O/N camping. Gene Dunne 805/937-6171.

CMC PACIFIC CHAMPIONSHIP MX SERIES

Fremont Raceway, Fremont, CA. \$3,000 pt. fund, \$30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC lic. req., may be purchased @ track. Jr./Int. entry \$15 mail, \$20 post; Pros \$25 mail, \$35 post. Info: PO Box 1216, Pacifica, CA 94044. 415/355-4760.

ARRA ROAD RACE
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside, 5 mi. E of I-5 on Palomar Airport Rd. Post entry \$22, \$12 add'l. Prod., Box Stk., GP & Sidecars. Info: ARRA, 220 W. Carrillo, #3, Santa Barbara, CA 93101. 805/966-5700.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry \$9. All classes. Gates open 7 a.m., prac. 8, race 9 a.m. 30% brass, AMO lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Spts. \$10/Pros \$13 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry \$8 mail, \$10 post, Pros \$13 mail, \$15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnyvale, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Spts. 100% trophies to Minis & Pee Wees. Entry \$12 Ex., \$8 Spts. Non-memb. add \$2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Spts. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry \$9, Ex. \$15. Nick Brajevich 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. \$1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping \$2 per vehicle, gate \$4. Am. entry \$8/Ex. \$10. 713/482-7593; 817/694-2901.

August 25-29

RUSS DARNELL MOTOCROSS SCHOOL
Austin, TX. Limited enrollment, entry \$125. For reservations & info, call 213/767-1854, 714/980-3212.

RUSS DARNELL MOTOCROSS SCHOOL
McMinnville, OR. Limited enrollment, entry \$125. For reservations & info, call 213/767-1854, 714/980-3212.

Road Runs

August 2-3

NOR CAL YAMAHA DEALERS ASSN. ROAD TOUR
To Laguna Seca, Monterey, CA. Proceeds to benefit Cerebral Palsy Fund. \$22.50 package inc. discount tickets, parade lap, corral parking, lunch, T-shirt & tour pin. Info at Yamaha dealers or Bill Spencer 415/969-1682, Robert 456-0335.

August 22-24

VETTER RALLY
Flying W Ranch, Colorado Springs, CO. Entries limited to riders w/Vetter or Kawasaki by Vetter fairings. Entertainers, prizes (inc. a Mystery Ship) and other events. Advance reg. req. Entry \$35. Vetter Rally, Inc., PO Box 654, Rantoul, IL 61866. Info 1-800/637-1134.

August 23-24

10TH ANNUAL SADDLELITES OVERNITER
County Fairgrounds, Santa Maria, CA. Lots of contests & trophies. Sat. nite dance w/live band, bar open. Pit bar-b-que, run pins. Sign in Sat. 8 a.m.-4 p.m. Entry \$8.50, Jrs. \$7, children \$5, non-SCMA \$5.00 more. Saddlelites M.C., 824 W. Morrison, Santa Maria, CA 93454. 805/922-4878, 925-8261.

Aug. 29-Sept. 1

LOS AMIGOS M.C. OVERNITER
Zaca Lake, CA. On Zaca Station Rd. off Hwy. 101 N of Solvang. \$7.50 entry inc. run pin, live entertainment, trophies, games, dancing. Meal ticket avail. inc. 2 BBQ steak dinners, 2 pancake breakfasts for \$20/person, \$10 children to 16. Swimming, fishing, horses, cabins & more avail. Los Amigos M.C., PO Box 6245, Santa Barbara, CA 93111. Reservations or info 805/688-4891 any time, 213/478-0017 weekdays.





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JULY 27

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TO THE SPORTSMAN

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AUG. 3

INDIAN DUNES

M/C TIRE WORKS DAY PRO PURSE

\$1500

\$1000 CERTIFICATES

TO THE SPORTSMAN

CRC INFORMATION — (213) 830-7519

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FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

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THURSDAY O.C.I.R.

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*Street
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INDIAN DUNES

Summer Hours Now In Effect 8am-7pm
Open 7 Days 714-558-1584
CMC-MX — 1st & 3rd Sundays
ITA Trials — 1st Sunday
CRC-MX — 2nd & 4th Sundays
SSM-MX — Every Saturday

SADDLEBACK PARK

RESULTS

CRC Sidewinder Enduro Barstow, CA June 8, 1980 By DeVore Fortney

CLASS WINNERS

TWO LOOPERS

Tom Webb	Open A
Rick Daniel	250 B
Harry Keast	Open A Sr
Keith Drochak	Open A Vet
Tim Williams	250 A
Cheeseburger	250 A Vet
Lonnie Stefan	200 A
Mike Webb	Open B
C. R. Johnson	250 B Vet
Tom Hicks	Open B Vet
Don Bilsbarrow	Open B Sr
Bill Herndon	200 B Vet
Ken Trippert	125 B-16
Bill Stugart	Open C
Scott Lantz	250 C
Joe Holmes	Open C Vet
Gary Rose	250 C Vet
Terry Diaz	200 C
Lance Menier	125 C
Ed Scheidler	Open C Sr
Robert Lindley	250 C Sr
Jack Frame	200 C Sr
Randy McWilliams Sr	200 C Vet
Joe Treweek	125 C Vet

ONE LOOPERS

Todd Arnold	200 C-16
Larry Stefan	80 A
Carol Nelson	WB 250
Lisa Von Deblen	WB 200
John Bennett Jr.	250 C-16
Michelle Keast	WA 250
Vickey Snead	WA 250
Dan Conger	125 C-16
Sherri Sams	WB 125
Jason Daniels	80 C

Final 1980 South Dakota Motocross Championship Point Standings By Richard Creed

125 EX	
1. Bill Stork	178
2. Todd Elmer	154
2. Dave Kahler	154
4. Dave Clark	137
5. Tony Shaw	77
250 EX	
1. Deryk Ward	169
2. Todd Elmer	154
3. Perry Bickel	148
4. Dave Grimm	110
5. Ben Norfolk	109
OPEN	
1. Bill Stork	196
2. Todd Elmer	186
3. Kevin Zeal	168
4. Randy Rothlisberger	149
5. Jay Landstrom	137
MINI	
1. Todd Gikling	216
2. Rob Jones	124
3. Mike Thompson	108
4. Jim Winchester	100
5. Curt Hyde	78
ENDURO	
1. Mark Harwood	166
2. Ken Miller	153
3. Doug Koch	92
4. Grant Roger	76
5. Bill Day	70
SR	
1. Bill Huntington	186
2. Bill Stork	167
3. Dave Hudson	136
4. Marge Stork	104
5. Larry Adams	74

Mid Year Point Standings AMA D-38 Desert

125cc	
1. Terry Strauwald	790
2. Don Seay, Jr.	680
3. Moose Vowinkle	620
4. Alan Meinderse	610
5. Scott Reams	500
6. Daryl Holmes	490
7. Jimmy McDaniel	380
8. Loren Dimond	370
9. Rob Norgard	360
10. Joe Graves	290
11. Gary Bailey	270
12. Andy Foster	260
13. Leo Schudar	240
14. Dwayne Palmer	205
15. Doug Oracion	150
16. Sandra Anthony	110
16. Todd Anderson	110
250cc	
1. Mike Stearns	1071
2. Ron Laffranchi	940
3. Gordon Clark	909
4. Don Matthews	854
5. Rocco Tuggle	780
6. Boyd Taylor	732
7. Kirby Weeks	695

8. Paul Eddy	655
9. Matt Hope	620
10. Mike McCurry	590
10. Tom Scrimgeour	590
12. Marty Chase	425
13. Tim Martin	390
14. Charlie Welk	320
15. Mark Windsor	313
15. Aaron Hardifer	313
17. Dennis Sanford	170
18. Dave Popoff	165
19. Greg Poole	155
19. Steve Basin	155
21. Terry Belcher	140
22. Craig Rens	130
23. Dan MacQueen	120
24. James Campbell	115
25. Bob Krusky	110
26. Chuck Blessing	106
27. Ken Turner	75
28. Ken Thomas	66
29. Larry Parker	35
30. Mike Lund	24
31. John Smith	23
32. John Robinson	19
32. John Ahrens	19
34. Lance Lussenden	18

1. Dale Stevenson	1240
2. Jim Nichols	980
2. Leon Livingston	980
4. Jim Ribley	945
5. Randy Hollenbeck	825
6. Craig Corda	725
7. Roger Lopez	475
8. Pete Pasquariello	455
9. Alan Klumph	420
10. John Brewer	365
11. Norm Elspeman	320
12. Pat Flanagan	260
13. Bill Lyons	240
14. Jim Smith	213
15. Paul Neuman	210
16. Louie Tevis	200
17. George Ryan	185
18. Charlie Welk	180
19. Allen Blevins	140
20. Russell Jantz	135
21. Kirk Kontillis	130
21. James Roigier	130
23. Larry Fossett	112
24. Jerry Faupel	100
24. Shaun Devlin	100
26. Mark Bradford	90
26. Thomas Gamble	90
28. Steve Stenberg	85
29. William Mohrlock	80
30. Paul Nachant	75
30. John Robinson	75
30. Rod Watts	75
33. Ronald Fry	67
34. Bartin Greim	55
34. Jeff Costan	55
36. J. Brad Holt	40
37. Gary Anthony	25
37. Chip Howell	25
39. Michael McSorley	21

VET	
1. Dave Grinstein	875
2. Robert Larson	840
3. Bill Reams	800
4. Robert Kuester	790
5. Claude Maynard	780
6. Gordon Parham	725
7. Bob Reed	705
8. Donnie Kilgore	615
9. Roger Adsit	610
10. Bob Huff	535
11. Bob Falkenberg	480
12. Jim Adsit	455
13. Steve Rhoades	420
14. Joe Stidman	415
15. Break N. Billings	405
16. Bruce Inman	395
17. Fudpucker	355
18. Don Holden	350
19. Jack McClure	320
20. Earl Nichols	300
21. Roger Boehs	265
21. Mark Berger	265
23. Jim Richmond	235
23. Frank Cook	235
25. Bill Carr	220
26. Dane Wagner	195
27. Jerome Anderson	165
28. Bill Silverthorn	160
28. Richie King	160
30. Norbert Monohan	130
31. Bob Millikan	120
32. Al King	100
33. Bob Agee	45

SENIOR	
1. Bruce Cornell	1403
2. Lester Wolf, Sr.	1340
3. Jack Neeley	1079
4. Cecil Hollenbeck	925
5. Gary Pendleton	905
6. Charles Baker	895
7. Bud Gast	805
8. James Lopez	590
9. Chick Dimond	579
10. Robb Hardifer	565
11. Joe Finger	540
12. Harry Brattin	510
13. James Davis, Jr.	435
14. Frank Schuder	370
15. Earl Nichols	300
16. C.K. Woody	280
17. Ted Scott	245
18. Joseph Patterson	190
19. Fred Angelo	100

AME Motocross Indian Dunes Valencia, CA. July 13, 1980 By Laura Richard

125 PRO	
Chris Heisser	Hon
Steve Schmitz	Yam
John Whelchel	Yam
250 PRO	
Ed Arnet	Yam
Rob Tolleson	Yam
Dave Haugh	C-A
500 PRO	
Mark White	Yam
Bill Hagen	Yam
Joe Root	C-A
125 INT	
Bruce Maynor	Hon
Todd Broussard	Yam
Paul Arnold	Yam
250 INT	
Richard Ising	Yam
Brand Johnson	Suz
Randy Johnson	Yam

Brand Johnson	Yam
Tim Edmonson	Yam
125 JR	
Mike McFarley	Yam
Mike Washko	Yam
Dick Meeks	Suz
250 JR	
Craig Stanton	Yam
Frank Loweis	Suz
Derek Borg	Yam
500 JR	
Rocky Hash	Mai
Eddie Rea	Hus
Ken Renaux	Yam
100 INT	
Zoli Meszaros	Yam
Jim Boyd	Yam
Erik Silgaro	Suz
100 JR	
James Safford	Suz
83cc MINI EX	
Ty Maddux	Yam
Steve Van Duzen	Yam
83cc MINI INT	
Gary Silagyi	Yam
Lance Johnson	suz
83cc MINI JR	
Wesley Fuhr	Yam
Gilbert Valdez	Yam
Curt Trimble	Yam
60cc MINI INT	
Shane Trittler	Yam
John Ethell	Suz
Kevin Heissen	Yam
60cc MINI JR	
Bobby Headworth	Yam
Kayle Johnson	Suz
Gabe Gonzales	Yam

Scrambles Lodi Cycle bowl Lodi, CA June 20, 1980 By Bill Spencer

100 EX	
Chris Carr	Suz
Kurt Chandler	Yam
Winkie Freitas	Yam
60 NOV/JR	
Tom Carriger	Yam
80 NOV	
Roger Faddis	Kaw
Mark Imel	Suz
80 JR	
Bob Black	Kaw
John West	Kaw
80 EX	
Chris Carr	Suz
Kurt Chandler	Kaw
Aaron Hill	Kaw
125 JR/EX	
Gary Johnson	Yam
250 NOV	
Bill Holt	KTM
Gary Coit	Suz
250 JR	
Vance Sheffield	Yam
Hal Hook	C-A
250 EX	
Ted Davidson	H-D
Bill Arbogast	C-A
Doug Chandler	Kaw
500 NOV	
Marvin Lewis	Yam
Harold Weillei	Suz
OPEN JR/NOV	
Sten Morris	Yam
Larry Garcia	Tri
OPEN EX	
Dave Boyles	Hon
Danny Moore	Hon
Doug Chandler	Yam

MRA Road Race July 1, 1980 By Sandy Lillie

BEG	
Larry Walker	Suz

Matt Damen	Hon
Bob Richardson	Tri
550 PROD	
Mike Cameron	Yam
Terri Wischoefer	Yam
Steve Armstrong	Yam
551-850 PROD	
Mike Cameron	Yam
Bob Brownell	Yam
Terri Wischoefer	Yam
851-OPEN PROD	
Mike Cameron	Yam
Tom Marquardt	Hon
Steve Armstrong	Yam
550 SUPERBIKE	
Ken Hoogland	Hon
Bob Brownell	Yam
George Wallack	Yam
551-850 SUPERBIKE	
Merlyn Plumlee	Yam
Mike Mangham	Kaw
Mike Cameron	Yam
OPEN SUPERBIKE	
Tom Marquardt	Hon
Ken Hoogland	Hon
Merlyn Plumlee	Yam
COLORADO CLASS	
George Wallack	Yam
Geoff Cesmat	C-A
Chris Heisser	Yam
FORMULA IV	
Geoff Cesmat	C-A
Bo Dewberry	Hon
Mike Becker	Mor
FORMULA III	
Bill Vickery	Yam
David Old	Yam
Ricky Orlando	Yam
FORMULA I AND II COMB.	
David Old	Yam
Brian Fenton	Suz
Tom Marquardt	Hon

TT Lodi Cycle Bowl Lodi, CA June 21, 1980 By Bill Spencer

100 EX	
Kurt Chandler	Yam
Todd Beecher	Yam
60 NOV	
Shad Johnson	Suz
Richard Gonzales	Suz
60 JR	
Bob Shepard	Suz
Thomas Carriger	Yam
80 NOV	
Rodger Faddis	Kaw
Eddie Rose	Suz
Mark Imel	Suz
80 JR	
Bob Shepard	Kaw
Bob Black	Kaw
80 EX	
Chris Carr	Suz
Aaron Hill	Kaw
Kurt Chandler	Kaw
125 JR/EX	
Gary Johnson	Suz
Vance Sheffield	Yam
175-200 NOV	
Larry Staggs	Yam
Tony Sigala	Bul
Russ Johnson	Bul
250 NOV	
Don Stommel	Suz
Bill Holt, Jr.	KTM
Randy Fisher	Yam
250 JR	
Vance Sheffield	Yam
Mike Cronk	PDV
250 EX	
Ted Davidson	H-D
Doug Chandler	Kaw
Fred Bennett	Yam
OPEN NOV	
Marvin Lewis	Yam
Tom Rose	Hon
Larry Garcia	Tri
OPEN JR	
John Carter	Hon
OPEN EX	
Danny Moore	Hon
Joe Knight	Hon
Robert Nelson	Yam
KING OF THE BOWL	
Ted Davidson	Yam
Bill Arbogast	Yam

CMC Motocross PIR Delta Park Portland, OR July 10, 1980 By Jan Newman

PEE WEE	
Britt Woodring	Yam
Glendel Hanson	Suz
Chad Kishpaugh	Yam
MINI JR DIV 1	
Mitch Clark	Yam
Brian Reiter	Yam
Shane Whitaker	Kaw
MINI JR DIV 2	
Craig Clark	Yam
Nicky Blasdel	Kaw
Charles Chase	Hon
MINI INT	
Mike Ingebo	Yam
Rick Celorie	Yam
Jamie Munson	Suz
MINI EX	
Eric Hall	Yam
100 JR	
Rick Celorie	Yam
Jim Raynor	Suz
Scott Kelly	Suz
100 INT	
Dennis Ponder	Yam
125 JR DIV 1	
Mike Chase	Kaw
John Unger	Yam
Ted Skipper	Hon
125 JR DIV 2	
Bret Schucker	Hon
Dave Chase	Yam
Eric Clark	Hon

125 INT	
Eric Hall	Yam
Kris Oval	Hon
Ron Vandehey	Suz
125 PRO	
Rick Maki	Yam
Jeff Cropper	Yam
Tom Wilson	Yam
250 JR DIV 1	
Scott Orem	Suz
Bill Morrison	Yam
Jay Loundagin	Hus
250 JR DIV 2	
Marty Kribs	Hon
Steve Ferrell	Yam
Larry Hoffman	Yam
250 INT	
Randy Hubbard	Yam
Dave Eakin	Hon
Kip Templeton	Suz
250 PRO	
Jeff Cropper	Yam
Steve Banning	Yam
OPEN JR	
Curtis Roman	Kaw
Bruce Graham	Suz
John Foster	Suz
OPEN INT	
Jim Parks	Yam
Mike Overfield	Kaw
Jack Roach	Yam
OPEN PRO	
Daryl Semmler	Yam
30 TO 40	
Larry Sause	Hon
Jim Parks	Yam
John Foster	Suz
OLD TIMERS	
Dave Kribs	Suz
Walter Drake	KTM
Norm DuVall	Yam

Scrambles Sand Hill Ranch Brentwood, CA July 18, 1980 By Jeri Hopper

50	
Scott Davidson	Suz
Trippie Roloff	Suz
Obie Leff	Yam
80 NOV	
John Ward	Hon
Richard Davis	Yam
80 JR	
Steve DeLay	Suz
125 NOV	
Gary Hoover	Yam
Brian Flinn	Suz
125 JR	
David Rodriguez	Suz
250 NOV	
Derreck Kech	C-A
Rick Powell	Mai
Jim Harris	Yam
OT NOV	
Dave Russell	Yam
VET NOV	
Michael Crosby	Suz
VET EX	
Jim Hartbauer	Yam
OPEN JR	
Allen Auzcane	Yam
Joe Hickmann	Yam
OPEN NOV	
Don Wilson	Yam
Tim Seeley	Mai
Ted Hill	Yam

Scrambles Sand Hill Ranch Brentwood, CA July 11, 1980 By Jeri Hopper

50	
Trippie Roloff	Suz
Matt MacPherson	Yam
Obie Leff	Yam
80 NOV	
Richard Davis	Yam
Tyrome Earl	Yam
80 JR	
Bob Sisco	Suz
125 NOV	
Brian Flinn	Suz
Dennis Roloff	Suz

Motocross Sand Hill Ranch Brentwood, CA June 29, 1980 By Jeri Hopper

50 NOV	Shaun Wooten	Yam
80 NOV	Jamie Wooten	Yam
	Eric Cavaliere	Yam
	Mike Young, Jr.	Yam
	Michael Menjaris	Suz
80 Jr	Tony Flores	Suz
	Don Church	Yam
80 EX	Tyson Vohland	Yam
VET NOV	Marshall Jarger	KTM
VET JR	Don Swearinger	Yam
OT EX	Bill McClendon	DMS
VET EX	Jim McClendon	Mal
125 NOV	Tony Souza	Yam
	Raymond Flow	Suz
	David Montgomery	Kaw
125 JR	Allen Silhanek	Yam
	Jim Martan	Yam
125 EX	Mike Beier	Yam
250 NOV	Bill Aguilar	Suz
	Chris Mann	Hon
	Manuel Hernandez	Hon
250 EX	Joey Schlag	KTM
	Phil Douglas	Hon
OPEN NOV	Tim Phillis	Yam
	David Montgomery	Kaw
OPEN JR	John Scruggs	Mai
OPEN EX	Curt Wilcox	Yam
	Phil Douglas	Hus

D-37 MX Mid-Year Points Standings as of June 30, 1980 By Dee Granger

OPEN	1. Ronnie Gibson	380
	2. Jim O'Neal	375
	3. Brian R. Vargus	270
	4. Scot M. Paul	245
	5. Eric MacCracken	220
	6. Rodney A. Brand	165
	7. Lee Granlee	160
	8. Brent Wallingsford	120
	9. Doug Taft	95
	10. Robert Marino	90
	Paul Huffman	90
	12. Doug Clark	83
	13. Edward Michetti	80
	Don L. Hoover	80
	Alan Thompson	80
	16. Charles Beck	65
	17. Bob Cronkite	50
	18. Ross Thompson	45
	19. Bob Balentine	40
	Tom Kelly	40
	Jerri Marquis	40
	Al M. Maglietto	40
250	1. David Pettigrew	425
	2. Eric MacCracken	360
	3. Jim Coffey	190
	Fred Combs IV	190
	5. Bob Carpenter	165
	6. Gregory Zitterkopf	160
	7. Mark Nation	150
	John Caper	150
	Scott Hodgson	150
	10. Danny Sanchez	125
	11. Charles S. Penny, Jr.	110
	12. Keith Ehlers	105
	Bob Rutten	105
	14. James R. Brown	100
	15. Butch Peick	85
	16. Jim Pettigrew	81
	17. Mark Denning	80
	18. Joe Miller	65
	Dave Herrera	65
	20. Darrel J. Anderson	60
	Randy Morales	60
125	1. Rodney Brand	310
	2. Erik Kehoe	300
	3. Clarke Coleman	285
	4. Danny Bookhart	250
	5. Varney Holbrook	240
	6. Jim Connolly	195
	7. Jake Roach	175
	8. Dennis Vetter	145
	9. Ed Ho	130
	10. Bob Cronkite	105
	11. John Rudder	85
	Darel Francis	85
	Scott Haydis	85
	Denise deVines	85
	15. Bill Clontz	60
	Bobby Ellithorpe	60
	17. Danny Westergaard	40
	Frank Raduziner	40
	19. Craig Westergaard	30
	Bob Robinson	30
	Steve Zollinger	30
	Ray Rinker	30
SENIOR (OVER 30)	1. Jim O'Neal	379.2
	2. George Spellman	378
	3. Nate Sciacqua	348
	4. Rick Sieman	308
	5. Mike Boal	283.9
	6. Jim Connolly	234
	7. Samuel R. Groce	201.5
	8. Dennis Rosenberg	196.9
	9. Lynn Hawkins	148.5
	10. James Lynn McGraw	74.4
	11. Don Mardon	67.2
	12. William E. Saltzman	60
	Kenneth Neal	60
	John White	60

15. Jerry Bailey	52.8
16. Tim Joines	51.5
17. Joe Brown	48
18. Ken Meter	47
Dee Granger	47
20. Larry J. Earhart, Sr.	45.6
SIDEHACK	
LTWV. (0-500)	
PILOT	
1. Loren Immken	91
2. James Milton	55
3. Tip Rahm	52
4. Les Ketcham, Sr.	42
5. Glen Mitchell	36
6. Ron Hall	30
7. James Sherman	25
8. John Sherman	10
9. Marc Scott Chotard	9
10. Doug Bingham	7
Dave Hill	7
PASSENGER	
1. Ronald S. Peck	91
2. Les Ketcham, Jr.	86
3. Ron Seydel	41
4. Gary Milton	39
5. Bill Mossman	30
6. Trina Wyant	27
7. Michael R. Moore	23
8. Malcolm D. McCampbell	10
9. Mitch Hiniker	7
HVYWT. (501-1200)	
PILOT	
1. Ralph Whitney	87
2. Tom Whitney	51
3. Kim Mason	40
4. Robert W. Hicks	24
5. John Sherman	21
Ron Whitaker	21
7. Robert Sanner, Jr.	10
PASSENGER	
1. Scott Whitney	66
2. Peter Whitney	51
3. Alan M. Adcock	40
4. James Sherman	30
5. Gordon MacLean	21
6. Gary Cass	10
CLUB	
1. Checkers M.C.	450
2. Dirt Diggers M.C.	427
3. Rams M.C.	380
4. Antelope Ramblers M.C.	130
5. Viewfinders M.C.	85
Desert Daisy's M.C.	85
7. DeAnza Cycle Park	80
8. Masterlinks M.C.	65
9. Sunland Shamrocks M.C.	60
10. Pit Crew M.C.	44
11. Invaders M.C.	40
12. Latrodectus Mactans	20
13. Jackrabbits M.C.	15
14. Anaheim Hisiders	10
SENIOR CLUB	
1. Dirt Diggers M.C.	1,256.5
2. Invaders M.C.	291.1
3. Pit Crew M.C.	99.8
4. San Gabriel Valley M.C.	97.4
5. So Cal M.C.	88.4
6. Checkers M.C.	72.1
7. Anaheim Hisiders M.C.	63.8
8. Masterlinks M.C.	40
9. Old Timers MX Assn.	24
10. Sled Riders M.C.	18
11. Lost Coyotes M.C.	12
United Enduro Assn.	12
SIDEHACK CLUB	
1. Anaheim Hisiders M.C.	128
2. Desert Donkeys M.C.	101
3. So Cal M.C.	70
4. Islanders M.C.	49

CMC Motocross PIR Delta Park Portland, OR June 26, 1980 By Jan Newman

PEE WEE	Ernie Schramm	Yam
	Shawn Knight	Hon
	Britt Woodring	Hon
MINI JR	Jeff Miles	Yam
	Shane Whitaker	Kaw
	Scott Haakanstad	Yam
MINI INT	Rick Celorie	Yam
	Troy Dempsey	Suz
	Jamie Munson	Suz
MINI EX	Eric Hall	Yam
	Gary Piazza	Hon
100 JR	Rick Celorie	Yam
	Scott Kelly	Suz
	Tim Samel	Yam
100 INT	Mark Sather	Yam
	Joe Wheeler	Yam
125 JR DIV 1	Mike Chase	Kaw
	Dan Zimmerman	Suz
	John Marcotte	Suz
125 JR DIV 2	Ryan Fisher	Yam
	Ron Hyde	Yam
	Tom Parent	Hon
125 INT	Eric Hall	Yam
	Craig Timm	Suz
	Mark Sather	Yam
125 PRO	Jim Anderson	Yam
	Brian Hall	Yam
	Dale Semmler	Yam
250 JR	Scott Russell	Hon
	Jim McAlister	Suz
	Bill Morrison	Yam
250 INT	Kip Templeton	Suz
	Ted Holt	Suz
	Joe Thuney	Suz
250 PRO	Jim Anderson	Yam
	Chris Selnes	Suz
	Clarence Gardner	Yam
OPEN JR	Jim Parks	Yam
	Larry Sause	Hon

Bruce Graham	Suz
OPEN INT	
Daryl Semmler	Yam
John McBride	Yam
OPEN PRO	
Barney Newman	Yam
30 to 40	
Jim Parks	Yam
Larry Sause	Hon
Ray Fisher	Mai
OLD TIMER	
John Semmler	Yam
Jim Newman	Yam
Harold Lambert	Yam

PIR Delta Park Portland, OR June 5, 1980 By Jan Newman

PEE WEE	Brett Woodring	Hon
	Ernie Schramm	Yam
	Travis Whitaker	Yam
MINI JR	Brian Reiter	Yam
	Dave Carlile	Yam
	Craig Clark	Yam
MINI INT	Rick Celorie	Yam
	Jamie Munson	Suz
	Monte Hill	Suz
MINI EX	Eric Hall	Yam
100 JR	Rick Celorie	Yam
	Dennis Ponder	Yam
	Jack Lowery	Suz
100 INT	Mark Sather	Yam
	Rich Bragg	Yam
125 JR A	Chris Yates	Suz
	Joe Wheeler	Yam
	Mike Chase	Kaw
125 JR B	Ben Harlo v	Yam
	Eric Clark	Hon
	Dan Zimmerman	Suz
125 INT	Eric Hall	Yam
	Kevin Ford	Suz
	Douglas Tice	Hon
125 PRO	Mike McCormick	Yam
	Brian Hall	Yam
250 JR	Kyle Hall	Yam
	Gary Bonds	Hon
	Jay Loundagin	Hus
250 INT	Mike Rankin	Kaw
	Eric Linde	Yam
	Gary Boslar	Hus
250 PRO	Troy Folck	Hon
OPEN JR	Mike Overfield	Kaw
	Larry Sause	Hon
	Chuck Ferguson	Yam
OPEN INT	Daryl Semmler	Yam
OPEN PRO	Barney Newman	Yam
30 TO 40	Mike Roberts	Mai
	Larry Sause	Hon
	John Foster	Suz
OLD TIMER	John Semmler	Yam
	Jim Newman	Yam

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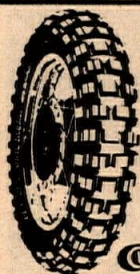
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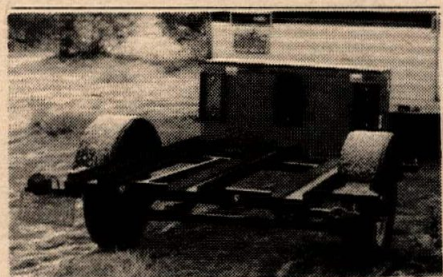
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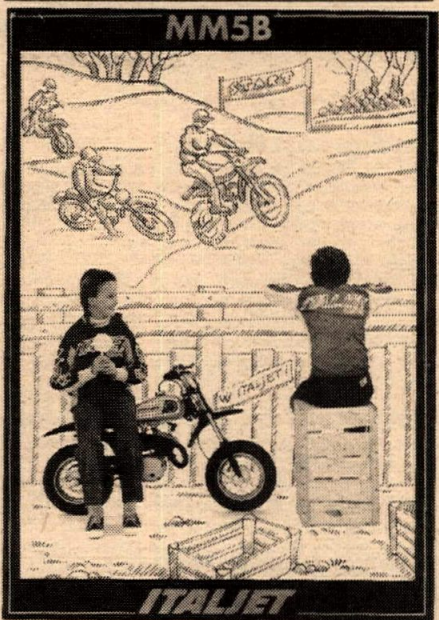
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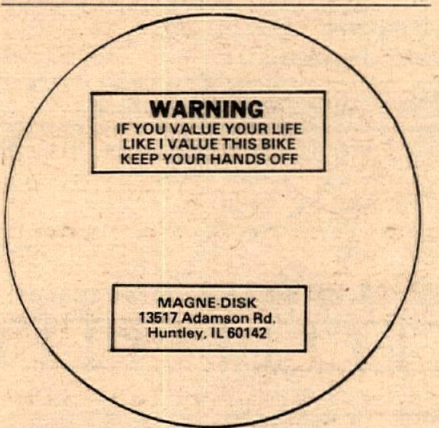
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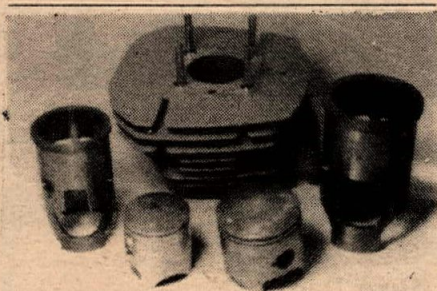
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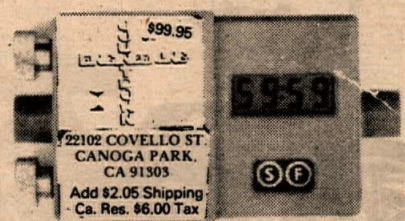


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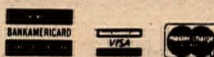
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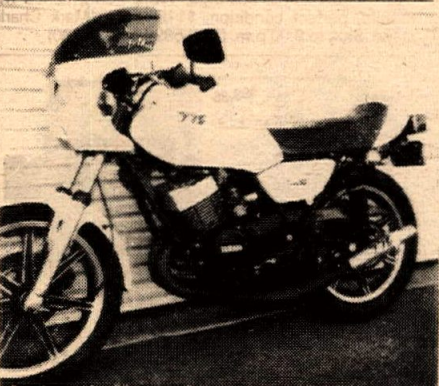
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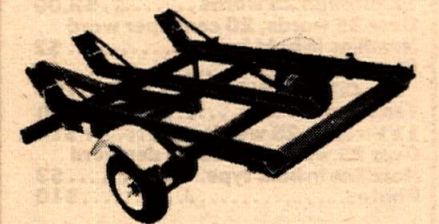
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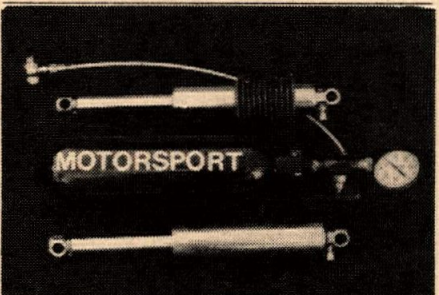
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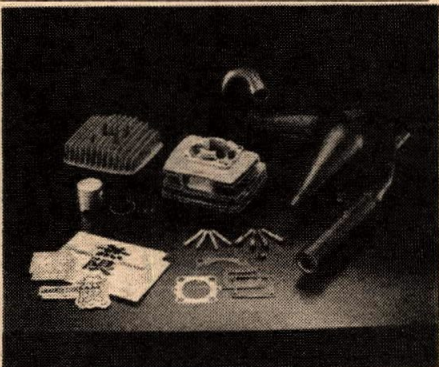
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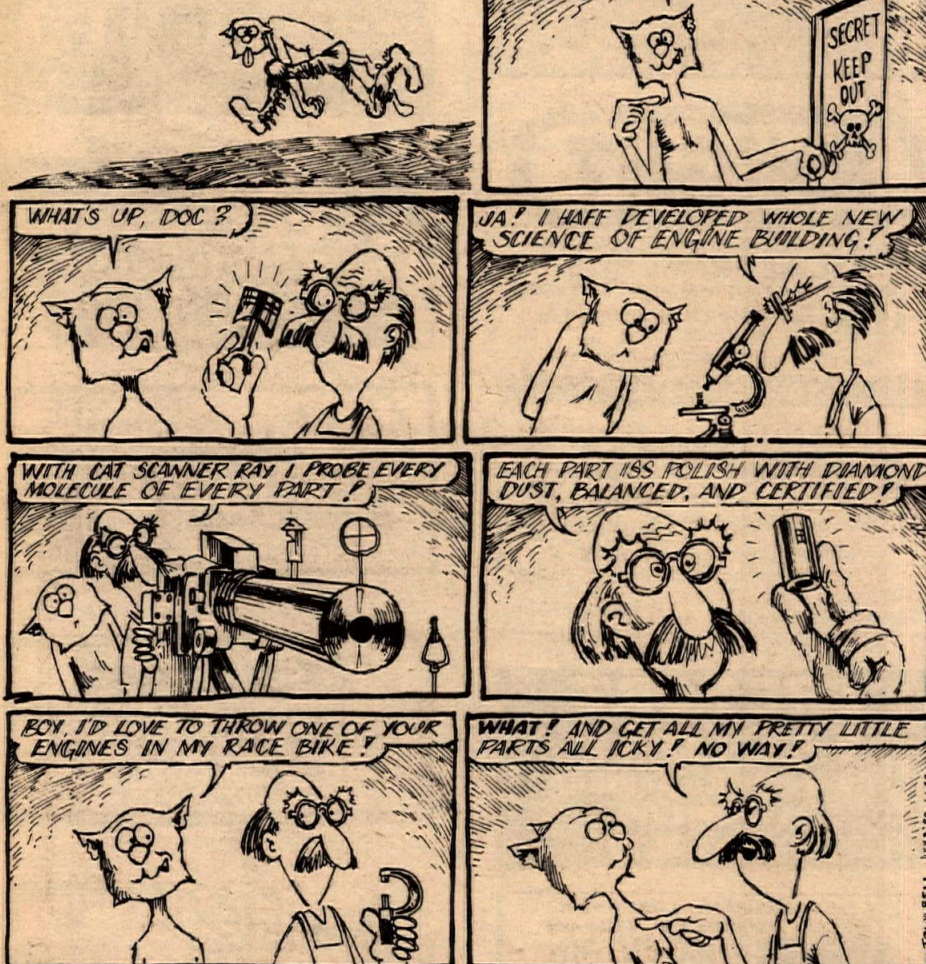
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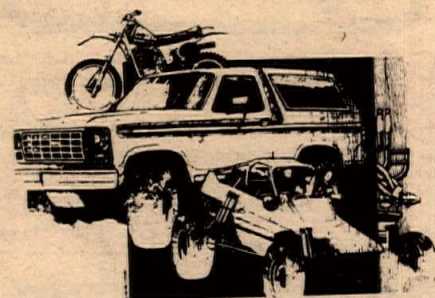
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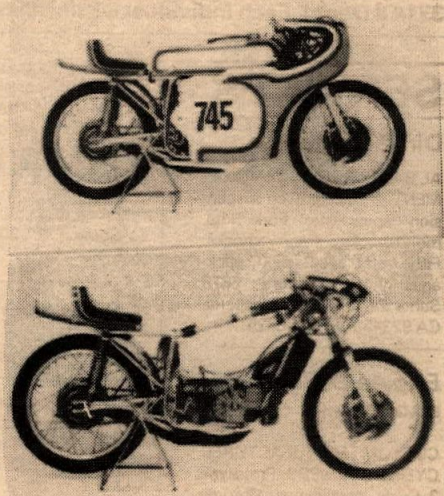
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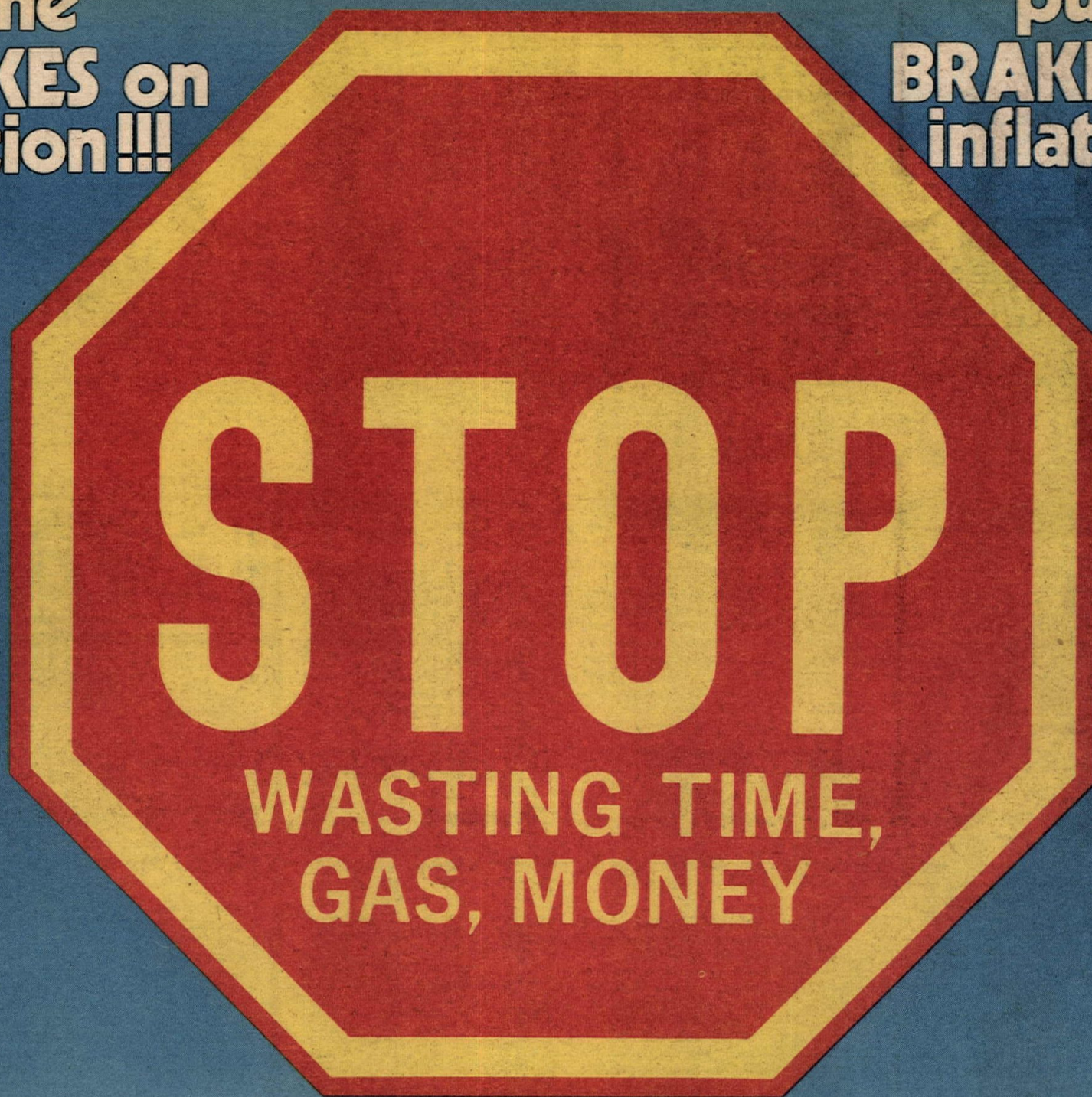
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